NOVEMBER 3, 1962. VOL. CCLI. No. 3257. TWO SHILLINGS AND SIXPENCE

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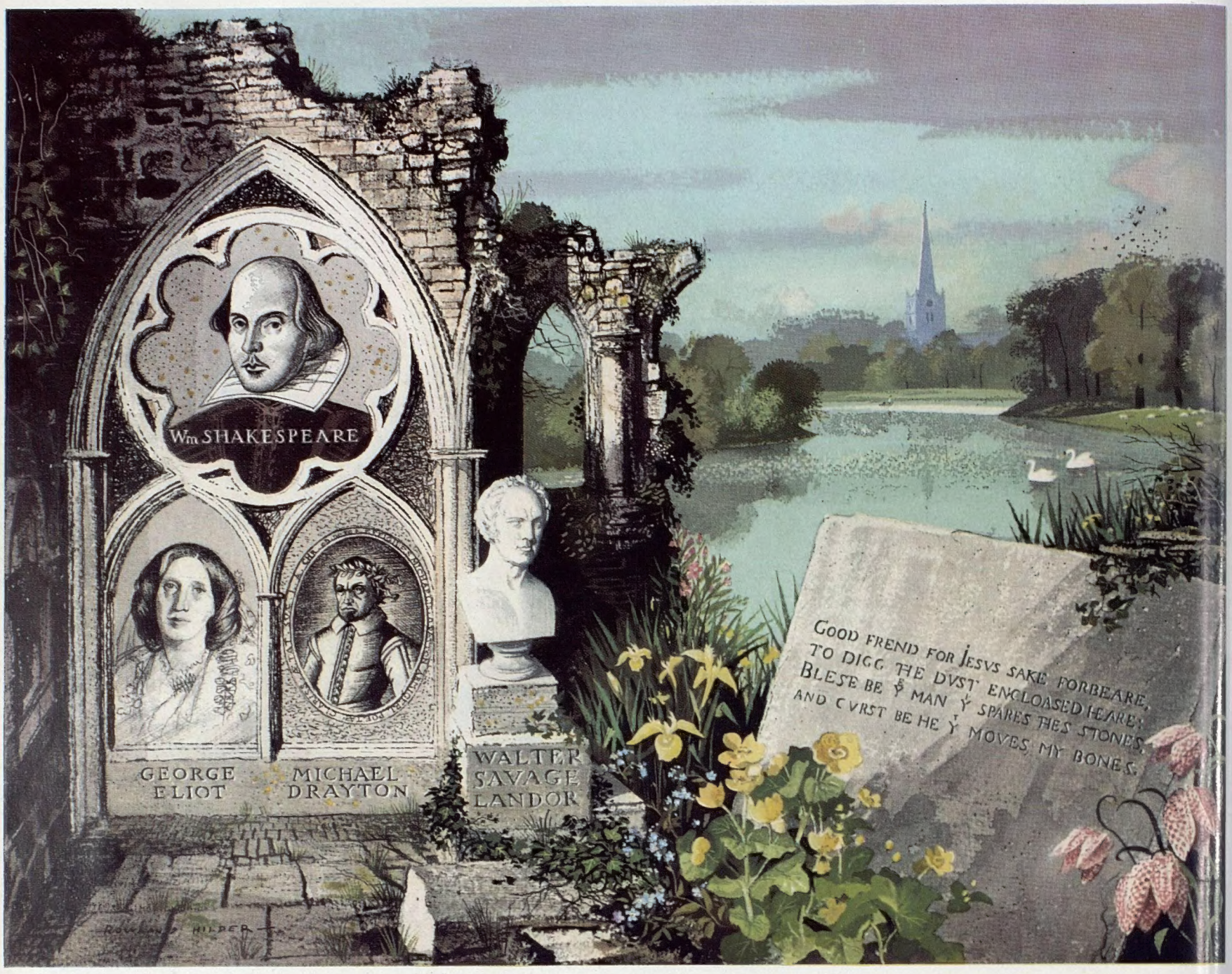
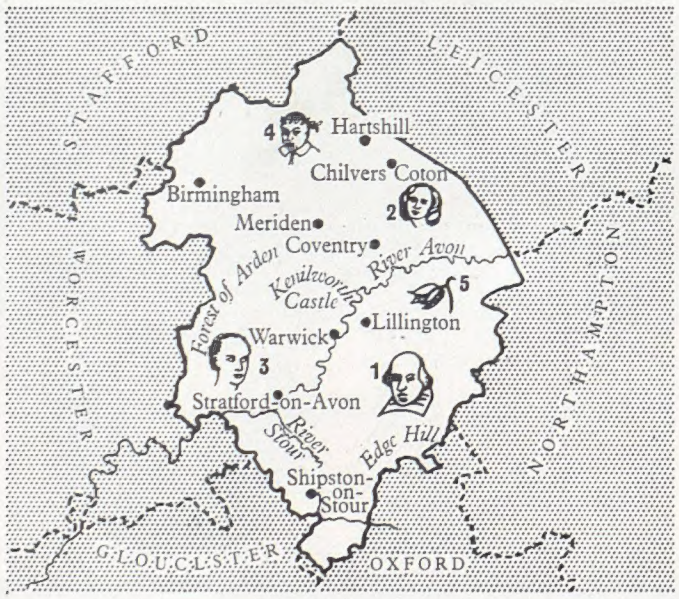


Painted by Rowland Hilder

Shell guide to WARWICKSHIRE



Geographically the centre of England (the centre is variously put at Lillington and Meriden), this is perhaps the most civilized and self-contented of all English counties. The great novelist Henry James wrote of Warwickshire as a county of "densely grassed meadows" and of lawns "delicious to one's sentient boot-sole"; he wasn't at all surprised that so ripe a countryside suggestive of manger and larder had nourished geniuses so "ripe, healthy and human" as Shakespeare (1) (christened and buried in Stratford Church) and George Eliot (2) (born at Arbury Farm, Chilvers Coton, at the other end of the county, 22nd November, 1819), whose *Middlemarch* and *Adam Bede* are soaked with Warwickshire. He might have added that few counties have such a pride, not only of summer nightingales, but of eminent poets, including Walter Savage Landor (3), born in Warwick in 1775, Fulke Greville, murdered in 1628, and buried in St. Mary's, Warwick, under a curt, noble inscription: "Fulke Grevill, servant to Queene Elizabeth, Conceller to King Iames, and friend to Sir Philip Sidney"; and Michael Drayton (4) (born at Hartshill, in 1563, son of a tanner), whose poems celebrate Warwickshire, the Forest of Arden, and Warwickshire's nightingales – as well as Coventry in lines apt to its state in this year of the dedication of the new cathedral:

Now flourishing with fanes, and proud piramides,
Her walls in good repaire, her ports so bravely built
Her halls in good estate, her crosse so richly gilt.

Here as background to the Warwickshire writers you have the Avon, and Stratford Church, and around Shakespeare's famous gravestone flowers of the Warwickshire meadows and river verges (including fritillaries (5), which bear a Warwickshire name of "Shy Widows").

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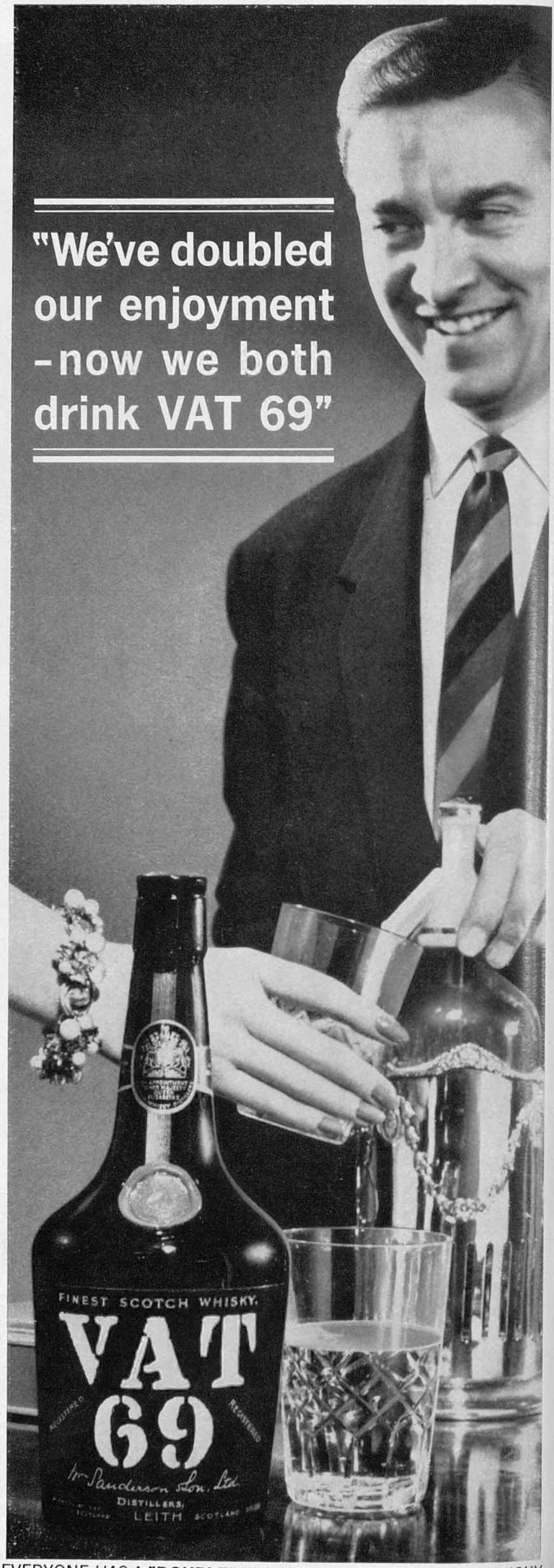

EVERYONE HAS A **"DOUBLE"** WHEN IT'S **VAT 69** SCOTCH WHISKY

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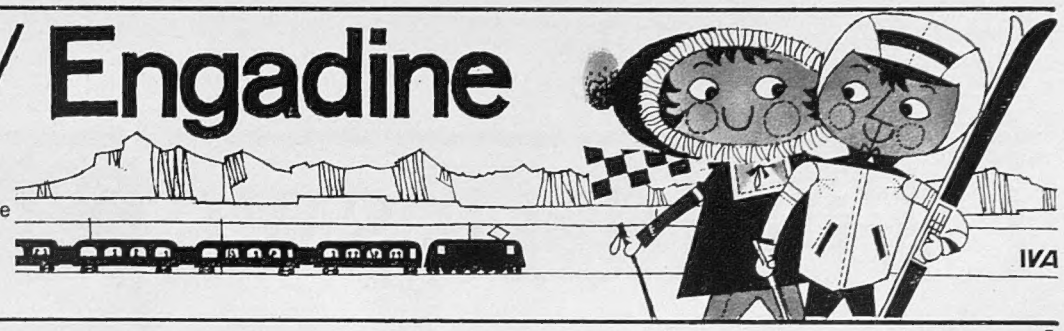

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for a discriminating clientele. Unique situation, atmosphere and comfort. Centre of social life. Two orchestras. Connected with Hotel Breidenbacher Hof, Düsseldorf.

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5,000 ft. 180 beds
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3,773-ft. chair-lift and teleferic up to 8,200 ft. Swiss ski-school, ice-rink, curling. Variety of sport and entertainment.

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REPAYS A WINTER HOLIDAY A THOUSANDFOLD

Three ski-ing districts, forty marked-out downhill runs, seven mountain means of transport, twelve ski-hoists, ski-ing school (Swiss standard style), ski-ing tours. Largest ice-rink in Europe (30,000 sq. yards), artificial ice-rink. Toboggan run, sleigh drives, riding school, 20 miles laid out walks. Excellent climate, long duration of sunshine. Sports, social and cultural events. Casino. More than 100 hotels and boarding houses. Winter season December to April. In January and April specially favourable terms. Information and prospectus from the travel agencies, the Swiss National Tourist Office, 458, Strand, London, W.C.2, or the Davos Public Interest Association, Davos, Switzerland.

LIFE AS WE KNOW IT DEPENDS ON MEN LIKE THIS

I wouldn't swap it!

says Jack Walton of his job as a linesman

It's not everyone who would turn out at dead of night to help repair a power line. But Jack Walton, linesman with the Central Electricity Generating Board, likes working out of doors in all weathers. At 25, married, with a two year old son, Shawn, Jack has been working for the Central Electricity Generating Board, with the same line gang at Kearsley, near Bolton, for the last four years. Two years ago, he was made up from Mate to fully-fledged Linesman.

Briefly, Jack's job is to safeguard the public's power supply. His task might be attractive enough on a July afternoon but it takes on a different aspect at dead of night in November, when the cold robs fingers of feeling and rain makes the girders slippery. Riding a bosun's chair along the power cables a hundred feet up or climbing out to clean an insulator string is all part of the work.

Though his is a young man's world, Jack Walton looks forward to many more years in the sky. "You're as young as you feel" he points out. "Big Jimmy is fifty three, and he still climbs with the best." Even after your climbing days are over, there are still vital jobs to be done on the ground: regular inspection patrols, manning lines, maintenance of rigging and safety gear—particularly the safety gear, for even the most experienced linesman does not climb a tower until he has checked and double checked, that the line is not in operation. Indeed, it is precautions like these that guard the linesmen . . . and it's linesmen like Jack Walton who guard your power supply.

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Volume CCLI No. 3257 LONDON, November 3, 1962

THE SPHERE

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SECOND THOUGHTS OVER CUBA

Mr. Zorin (left), Soviet Delegate to the U.N. has an urgent discussion with members of his staff, Mr. G. P. Arcadev and Mr. P. Morozov, during a meeting of the United Nations Security Council in New York, convened in emergency session on the Cuban crisis. With his back to the camera is Mr. Kiselev, Russian member of the U.N. Secretariat. After Mr. Khrushchev's message to President Kennedy last weekend, in which he said that he had ordered the dismantling of offensive weapons in Cuba, and President Kennedy's reply, there was cautious optimism in both Washington and the U.N. Throughout the crisis, U Thant, the Acting Secretary-General, had worked to bring about negotiations between the U.S. and Russia, despite bitter exchanges in the Security Council between Mr. Zorin and Mr. Stevenson, the U.S. Ambassador to the United Nations. U Thant accepted the invitation of Dr. Castro, the Cuban Premier, to go to Cuba at the beginning of this week to discuss the situation. (For the Cuban crisis see pp. 176 to 180.)

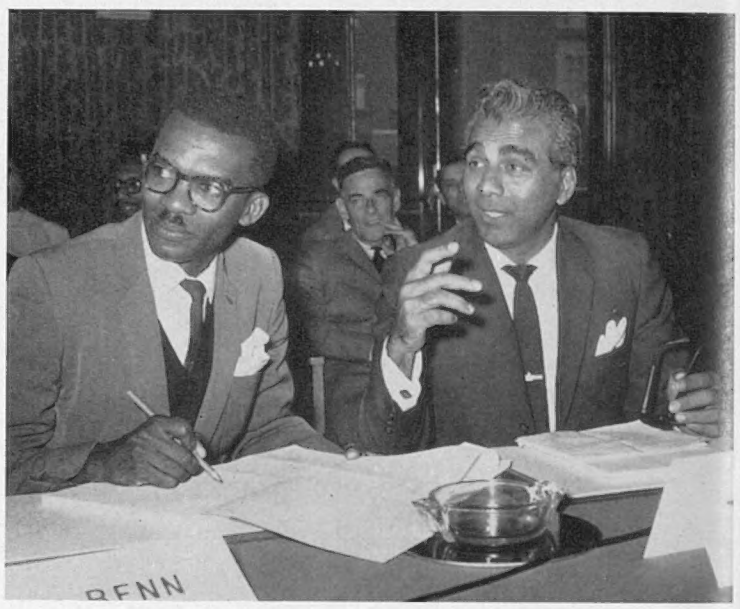
Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

FLAGS OF MEMBERS OF THE WESTERN ALLIANCE ON PARADE

Flags of NATO nations are carried at Wiesbaden, West Germany, in a farewell ceremony to General Lauris Norstad, the retiring Supreme Allied Commander in Europe. From the left, the flags are United States; West Germany; Canada; France, NATO and of the United States services. General Norstad retired on October 31. In his letter of resignation to President Kennedy last summer, he pointed out that he had been 12 years with NATO and for six of them he had been Supreme Allied Commander. His successor is General Lyman L. Lemnitzer. Before he departed from Europe General Norstadt toured a dozen NATO Countries to say farewell to civil and military leaders

CONCLUDING HIS FAREWELL TOUR

Below right: On his arrival in London to round off his farewell tour, General Norstad is greeted by Admiral Mountbatten, Britain's Chief of Defence Staff. While in the British capital the General said he hoped Britain and some other members of NATO would increase the number of their troops in Europe. He was speaking of the development of both nuclear and conventional forces in the Western Alliance. The result had been "fairly successful" but NATO strength had to be built up still further



BRITISH GUIANA CONFERENCE OPENS

Far right: Dr. Cheddi Jagan, Premier of British Guiana (right), with his Minister for Natural Resources, Mr. B. H. Benn, at the opening of the conference to decide on the future of British Guiana at Lancaster House in London. In the opening ceremony last week, Dr. Jagan asked for the progress towards independence within the Commonwealth to be completed as soon as possible. However, in view of the bitterness of the Opposition parties over Dr. Jagan's "Marxist" sympathies, their demand for new elections to be held with proportional representation, and because of the tension over the Communist assistance to Cuba, the outcome of the Conference was uncertain

AMERICAN FORCES SET OUT ON AN EXERCISE IN WEST BERLIN

Vehicles and arms of the U.S. garrison in Berlin drive through the woods of Grünewald at the start of a four-day field training exercise. According to an American spokesman the exercise had been planned for several weeks and had nothing to do with the Cuban crisis. Nevertheless there were widespread fears in Berlin towards the end of last week that the situation over Cuba might cause the Russians to hot up their campaigns in other potential trouble spots, of which Berlin is among the chief. British troops were put under a curfew and some units on an exercise in West Germany recalled to Berlin

THE NEWS IN PICTURES

PARATROOPS TRAIN FOR COMBAT IN SOUTH-EAST ASIA'S FORGOTTEN WAR

Paratroopers from the South Viet Namese Army jump into a practice area during training carried out under U.S. supervision. American involvement in this forgotten guerrilla war has slowly been increasing over the months, although the 10,000 U.S. soldiers are only in South Vietnam in an advisory capacity, to instruct and guide local troops. But as casualties grow the Americans are becoming increasingly committed. Recently there have been several U.S. helicopters and crews lost in the face of improved guerrilla anti-aircraft fire. Helicopters, known to the local population as "metal birds," have been highly effective in transporting South Viet Namese troops to fight against guerrillas in jungles and swamps, in carrying supplies and ammunition, and in the evacuation of the wounded. But progress in the area has been slow; a recent large week-long drive against the Communists was quoted as being "a long, futile and expensive exercise"

MRS. PANDIT OPENS A LONDON STUDENTS' HOSTEL

Below right: Mrs. Pandit, former Indian High Commissioner in London, talks with Mr. Ashok Bansal, of India, in a common room at London University's new International Hall of Residence in Brunswick Square, Bloomsbury. Mrs. Pandit, who is Mr. Nehru's sister, unveiled a memorial plaque at the ceremony for the opening of International Hall last week

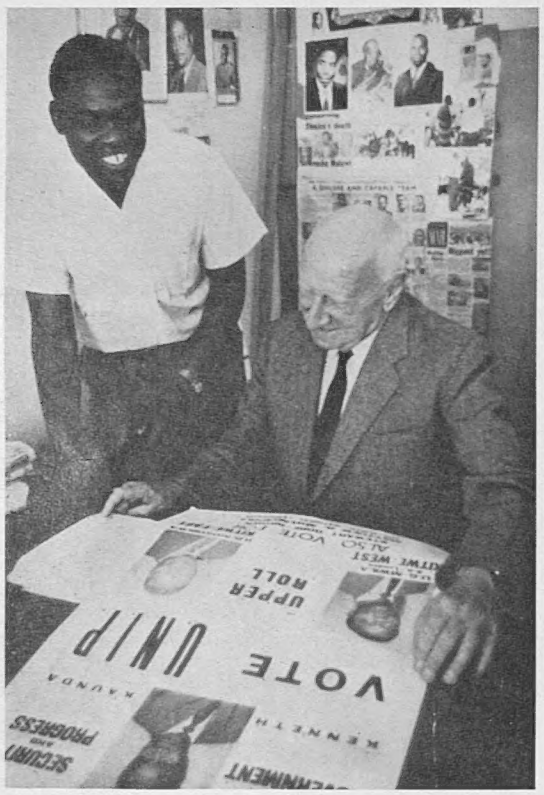
BRITISH PARLIAMENTARIANS MEET NEW ZEALAND'S PREMIER

Far right: Members of the Commonwealth Parliamentary Association call on the Prime Minister of New Zealand, Mr. Keith Holyoake, in Wellington. From left are Dame Patricia Hornsby-Smith, M.P., leading the party; Mrs. Godman Irvine; Mr. Holyoake; Mr. Godman Irvine, M.P.; and Mr. Ellis-Smith, M.P. The C.P.A. members were on a short tour of New Zealand

NELSON MANDELA'S TRIAL OPENS

South African police officers hold back a crowd of Africans attempting to gain access to a special regional court in Pretoria for the trial of the Nationalist leader Mr. Nelson Mandela. The trial which began early last week had been postponed once and moved from Johannesburg to Pretoria. Mr. Mandela, former Transvaal President of the banned African National Congress, was charged with inciting anti-Government strikes in May 1961 and with leaving South Africa illegally. Before pleading he challenged the court's impartiality, and said that he considered himself neither legally nor morally bound to obey laws made by a parliament in which he had no representation. The judgment is expected in the case next week

President de Gaulle with President Kekkonen of Finland, who was on a State visit to France last week



Sir Stewart Gore-Browne, a supporter of the Northern Rhodesian African party Unip, admires an election poster

NEWS SUMMARY

CUBA

The world last week was seized in the throes of the most serious crisis yet in the nuclear age. As the Great Powers of the U.S. and the Soviet Union confronted each other directly for the first time, the word " Cuba " was continually in the headlines. For most people, the crisis began at the beginning of last week, when President Kennedy announced that the Soviet Union with great rapidity was constructing ballistic missile bases in Cuba, that he had proof of this by means of intensive aerial photography and reconnaissance, and that the U.S. was mounting a naval blockade of Cuba. The U.S. Defence Department stated that the Navy was prepared if necessary to sink Russian ships to prevent offensive weapons reaching the island.

The U.S., joined by the Soviet Union and Cuba, asked for an emergency meeting of the U.N. Security Council. Britain announced her support for the U.S. efforts at the U.N. to end the crisis and the Organisation of American States supported the U.S. action.

Efforts to end the crisis took two major paths. There was an exchange of messages, both public and private, between President Kennedy and Mr. Khrushchev, which ended in Mr. Khrushchev's message of October 28 agreeing to the dismantling, under international inspection, of the offensive weapons in Cuba, because he understood the U.S. did not intend to invade Cuba if the missiles were withdrawn. (It was reported that earlier Mr. Khrushchev had made a similar offer in a private letter to Mr. Kennedy, but had followed it with a public message offering a *quid pro quo* to include removal of U.S. missile bases in Turkey. This was immediately rejected by Mr. Kennedy.)

But before there was direct communication between the two leaders, all efforts had been made through the United Nations. U Thant, the Acting Secretary-General, successfully requested that the U.S. and the Soviet Union avoid direct confrontation of their ships during the American blockade of Cuba. Later it was announced he would go to **Havana** early this week to confer with Dr. Castro. It was believed he would urge the Cuban Premier to accede to the U.S. demand that the dismantling of weapons should take place under " effective international verification." Little was known about the position U Thant would take regarding the major U.S. naval base on Cuba, **Guantanamo Bay,** which Castro has demanded be returned to the Cubans.

Throughout the crisis, there had been urgent conjecture in the Western World on the motives behind Mr. Khrushchev's decision to achieve a rapid build-up of ballistic missiles in Cuba. The theory that the move was connected with Soviet plans to take unilateral action over **Berlin** gained some support.

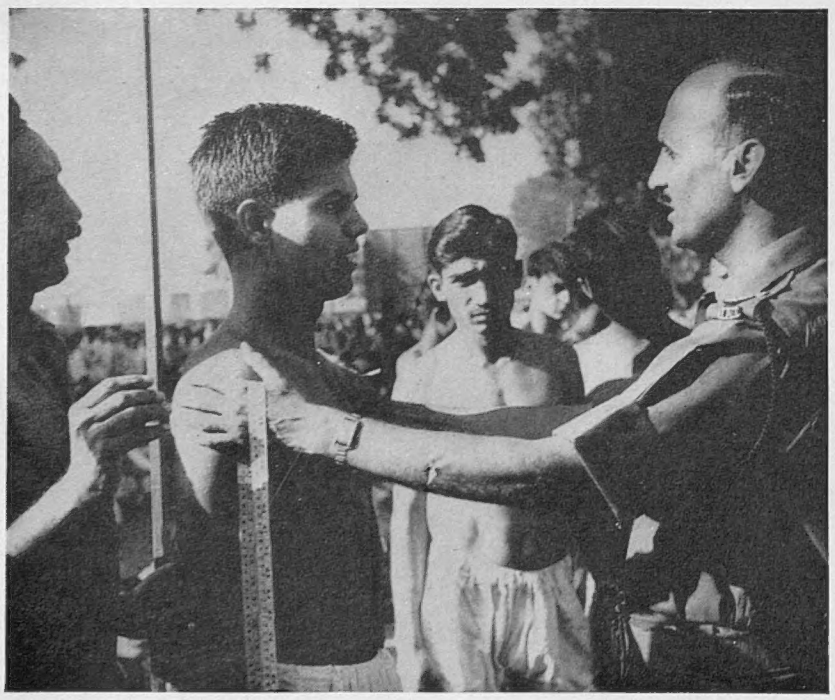
Mr. Khrushchev's message of last weekend suggested that urgent attention had to be given to disarmament. In reply, Mr. Kennedy agreed, proposing that priority should be given to the question of a nuclear test ban and the dangers of the proliferation of nuclear weapons. There were some signs that in the context of general discussions, the U.S. might welcome a *détente* between the Warsaw Pact and Nato. As regards Nato, there were reports that General Norstad had postponed his retirement as Supreme Allied Commander, Europe (see page 174).

INDIA

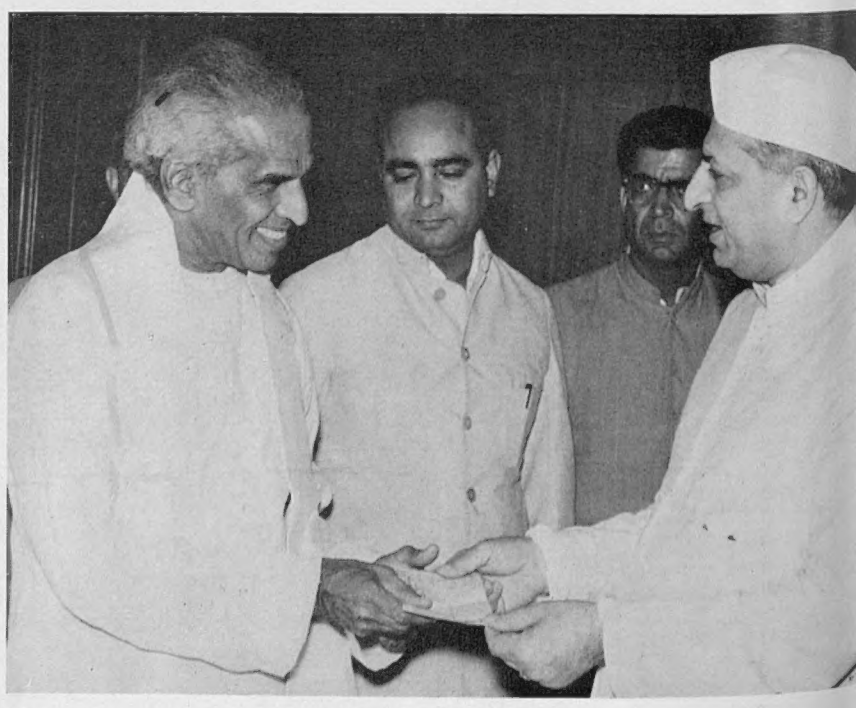
At the start of this week, the focus of the fighting on the borders against the Chinese invaders had temporarily swung from the North-East Frontier to **Ladakh**, on the North West. The Chinese had heavily attacked Indian posts in the **Pangong Lake** area and it was anticipated they might next attack **Chusul,** the Indian base near the Lake. During the weekend Mr. Krishna Menon, the Indian Defence Minister, flew over the battle areas in Ladakh. While in **Srinigar** he had talks with Bakshi Ghulam Mohammed, the Prime Minister of Kashmir, of which state Ladakh forms the eastern part.

On the North East Frontier the Indians had reportedly withdrawn from the village of **Jang,** a few miles from **Tawang** which they lost to the Chinese last week. However, there were indications of Indian determination to stand firm at **Se La,** a pass about 14,000 feet high south east of Jang. With the arrival of reinforcements Indian resistance would be stiffened.

In **Delhi** there was much speculation about how much territory the Chinese aimed at occupying, and there were fears they might try



Medical inspection for volunteers at a Delhi recruiting station



The Mayor of Delhi (right) presents a cheque for army welfare to Mr. Krishna Menon

A step back from the brink in the Caribbean; India, on a war footing, reinforces resistance to China; set-back in the E.E.C. negotiations; de Gaulle's referendum

to reach Assam in the North East. All over the country volunteers flocked to the recruiting stations to join the forces. The declaration of a State of Emergency had put the nation on a war footing. It was widely believed that Mr. Nehru would continue to refuse to talk with the Chinese until they had withdrawn from Indian territory. Closer support for India by the U.S.A. was seen in the U.S. recognition of the McMahon Line as the legal international boundary in the North East. Full backing for India was expressed by the Malayan Prime Minister, Tunku Abdul Rahman, who was on a State visit. It was learnt that Britain would provide India with a quantity of small arms on a commercial basis. (See also page 181.)

THE REST OF THE NEWS

The talks in Brussels on Britain's application for membership of the **Common Market** ran into difficulties last week, when the Six set out their views on the problems of adapting British agriculture to the European system. The Six considered Britain should abandon her present agricultural subsidies as soon as she joined the Community, and for a transition period subsidies should be paid to the consumer instead of the farmer, to cushion the rise in prices. Mr. Heath, principal British negotiator in Brussels, rejected these proposals, which ignored an earlier British request for a phased transition period.

Later the Six refused the recent British request to delay for a reasonable period the application of the Common external tariff on goods from India, Pakistan and Ceylon until general trade agreements could be signed; they also turned down the bulk of British requests for nil tariffs on a number of items of importance to the Asian Commonwealth.

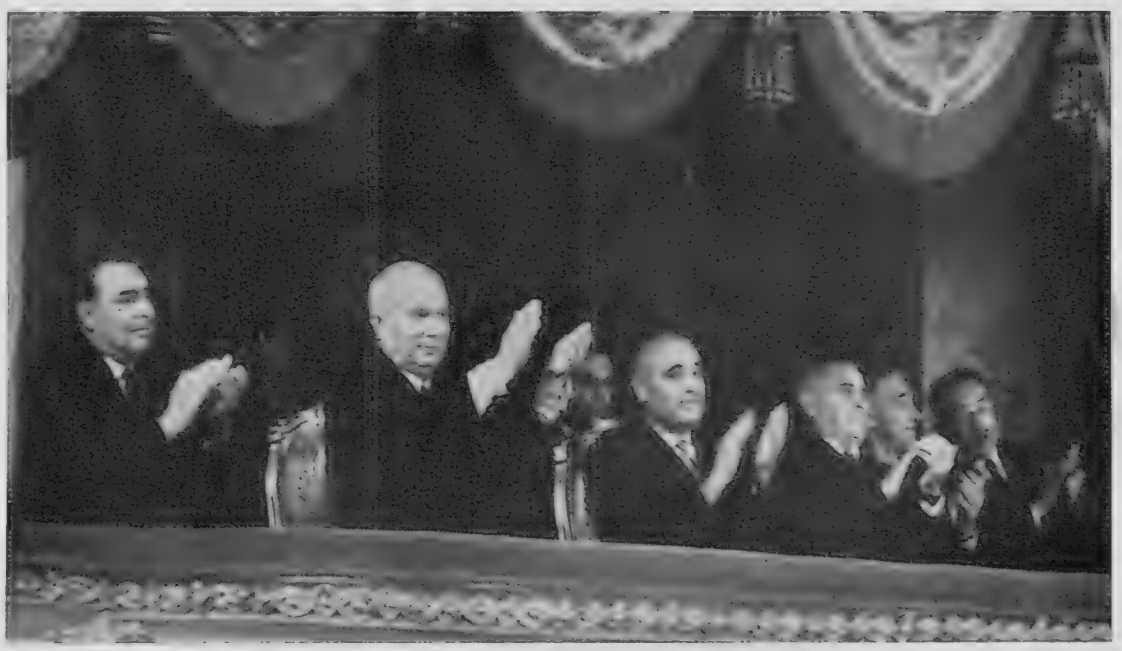
In Britain, workers at Ford's factory at Dagenham decided to end their unofficial strike by a three to one majority after pressure by trade union leaders. It was hoped that full production would be returned to in the course of the week. There was a possibility of trouble, however, over a " good conduct " letter which the company was requiring all the strikers to sign before they could go back to work.

In the referendum held in **France** last Sunday, President de Gaulle received support from nearly 62 per cent. of those who voted and 46 per cent. of the total electorate. The referendum sought approval of a proposal that, in future, Presidents should be elected by popular vote, instead of by the present 80,000 notables. Because President de Gaulle had not referred the matter to parliament, the referendum was opposed by nearly all the political parties. While the " Oui " votes were not as much as the President had received in previous referenda, it was stated that he considered the poll successful enough not to warrant his resigning from office.

In **Southern Rhodesia,** parliament was dissolved, bringing the new constitution into full operation. New elections will be held on December 14, after which date the colony will have virtual autonomy in internal affairs. The election will be contested only by the ruling United Federal Party and the Opposition Rhodesian Front. African Nationalist elements, including the banned Zimbabwe African People's Union, have long since declared a boycott of elections, because they object to the inadequate representation for Africans.

Immediate attention in Central Africa, however, was focused on this week's elections in **Northern Rhodesia,** where a victory for the main African Nationalist party, Unip, could mean a break-up of the Federation.

In the White House, in Washington, President Kennedy signs the proclamation of the blockade of Cuba



During the Cuban crisis, Mr. Khrushchev takes time off to attend a performance of *Boris Godunov* at the Bolshoi in Moscow. **Below:** An oblique aerial view of large-scale construction work carried out in north-eastern Cuba

(*More Crisis pictures overleaf*)

ON THE BRINK

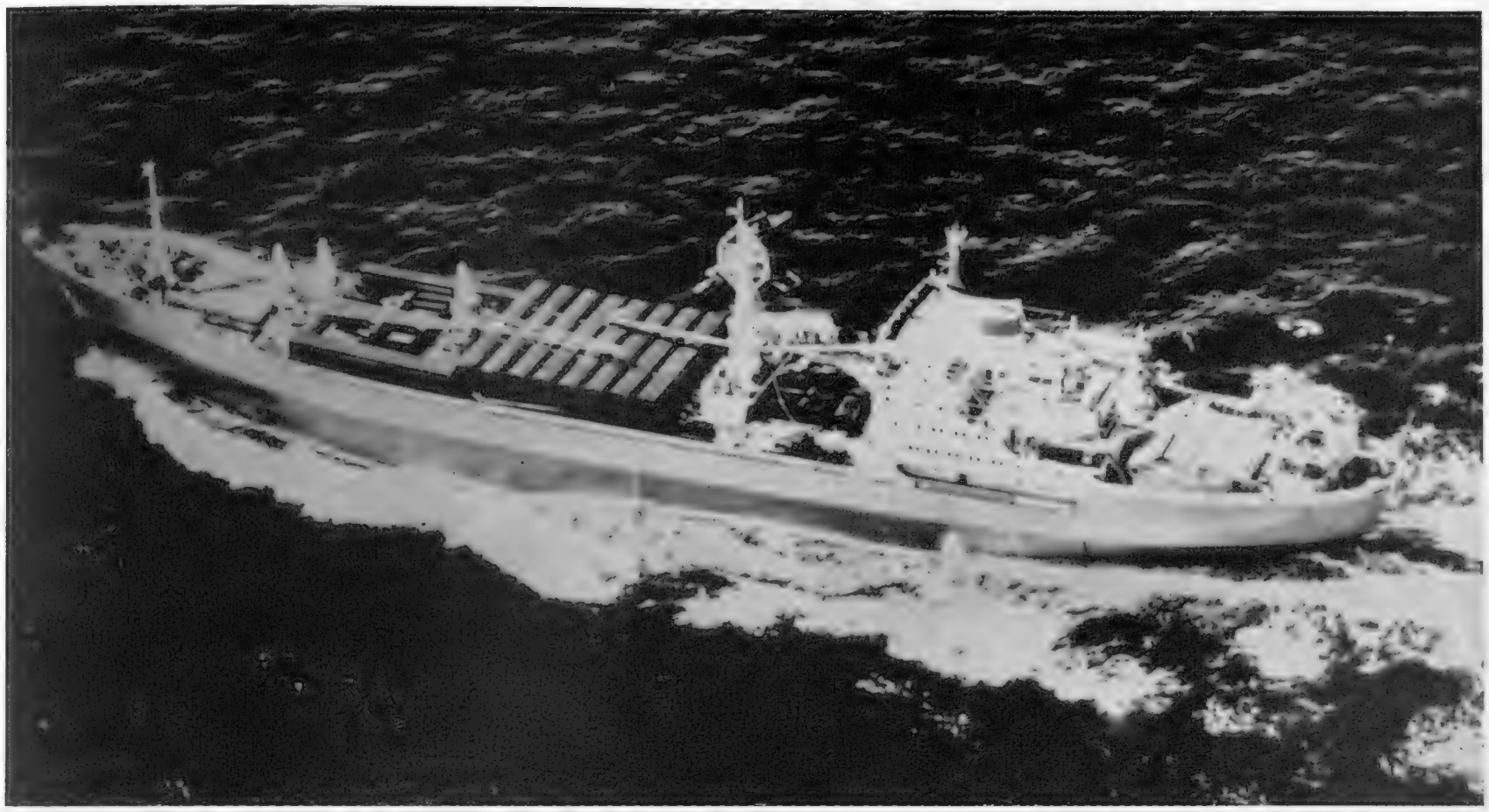
In New York, Mr. Stevenson, U.S. Ambassador at the United Nations, arrives at the U.S. Mission opposite the U.N. He spoke in gravest terms of Russia's "ominous adventure" in Cuba

A key figure—U Thant, Acting Secretary-General of the U.N., addresses the Security Council

Protests at the U.S. Embassy in London

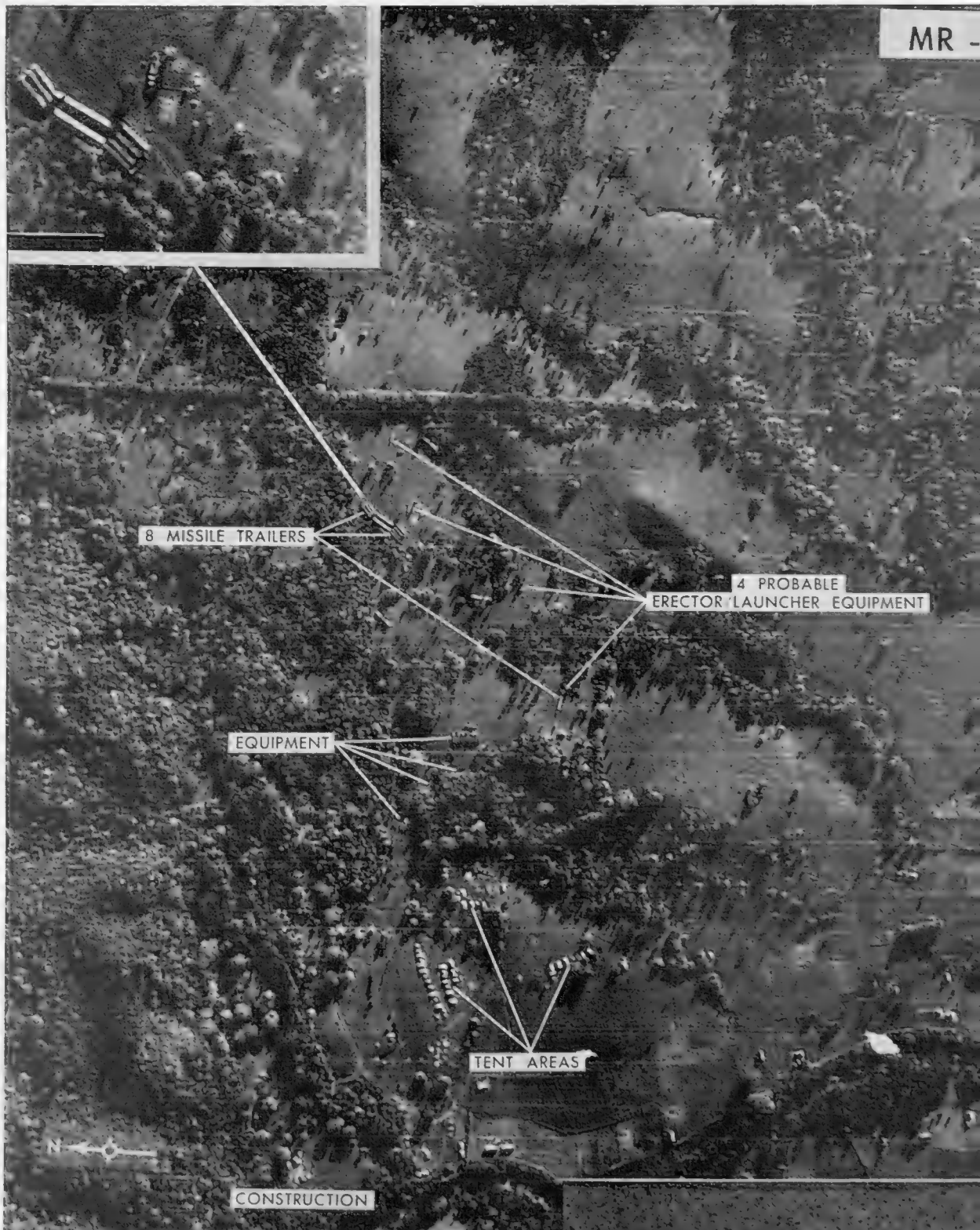
U.S. Marine reinforcements load their equipment, hav

U.S. reconnaissance twin-jet aircraft lined up at MacDill Air Force Base in Florida
Left: One of the many trains carrying American troops and equipment into Florida



A Russian ship sailing towards Cuba. According to the U.S. Defence Department, she was carrying on her decks crated fuselages of Ilyushin tactical bombers

arrived by air at Guantanamo Naval Base in Cuba



Right: One of the official photographs released by the U.S. Embassy in London last week, taken during intensive aerial photography carried out over Cuba and showing part of the extremely rapid build-up of missile bases in Cuba by the Soviet Union. According to official information, the picture reveals a missile base with trailers and launching equipment for Russian mobile medium-range ballistic missiles. These have a range of about 1,000 nautical miles. Top left is an enlargement of part of the photograph. From the aerial reconnaissance over Cuba, experts also identified intermediate-range ballistic missiles and their launching sites under construction. (Such IRBMs could reach most of the U.S.) Also identified were Russian tactical bombers and some of the latest of Russian Mig jet fighters

JOHN CONNELL

STAND UP AND BE COUNTED

For some years it has been my habit to date events, in my mind, as "before or after Suez." I have little doubt that this small mnemonic will be replaced almost immediately by " before or after the Cuban crisis." To many of us, I think these precipitous watersheds in history are apt to carry a personal, emotional impact as well as a generalised political significance. We are reminded suddenly—and the recollection tends to linger—that, in spite of all the soggy, soothing lullabies of an Admass age, there are some issues on which it is still possible to care deeply, to be hurt, to be angry, to be scared, to be ashamed, even.

About these major crises there is a quality of naked challenge; and it is one of the more grievous aspects of a tragic age that, as often as we can, we slur over the simple questions of right and wrong (so far as our own individual conduct is concerned) in a great welter of trivial though relevant matters of expediency. This confusing process was apparent from the outset in the development of the Cuban crisis; it seems to me important to strip off the fusspot distractions and concentrate attention, as far as is possible, on the heart of the affair. What was the right way—the courageous, the honourable and the straightforward way—for us, as individuals, to strive to act and to think?

The Soviet Union had brought off, in the establishment of missile bases in Cuba, a gigantic, sinister and very dangerous swindle. A success for double-talk and double-think, on this scale, in international relations,

Fidel Castro, the Cuban Premier, broadcasts from Havana during the crisis

would be almost as great a catastrophe for civilisation as a nuclear war. It is worth reminding ourselves that it is the fourth, not the first, major crisis since the end of World War II; its predecessors were the Berlin blockade, the Korean War, and the Suez crisis. In all of them there has been on the Communist side, the same element of callous, carefully calculated duplicity. Over the Berlin blockade and over Korea, the West—despite all the undercurrents of appeasement—preserved its unity, and the area of challenge was localised and limited. The aggressors were contained, at a cost which I would be the last to minimise.

Over Suez, the area of conflict was limited, but the aggressors were not contained, because the Western Alliance was disunited. The ruin and the misery that have come to Africa since, the perils that beset the Middle East, are the direct consequences of our failure to unite. Britain and France were cut down abruptly to the status of second-rate powers; their freedom of action in defence of their legitimate rights and responsibilities was destroyed; double-thinking and double-talk gained a victory, the principal proceeds of which have accrued not to Egypt's but to the Soviet Union's benefit.

But because in 1956 the Americans neglected the obligations of the Western alliance, and were coldly, priggishly and foolishly shortsighted about the rights as well as the interests of the West as a whole, there is no reason why we, six years later, should play an equally silly, even more desolating, game of tit for tat. Here, surely, is the moral core of this matter: your friend is your friend; he may have, in your view, let you down once, when you badly needed his help and backing, but he is still your friend, and you have been through many ordeals together, you have shared hazards and sorrows and joys; is it right—apart altogether from whether or not it is in your own interest—when he is faced with bleak and harsh decisions, either to shrug your friendship away or to nag at him not to take the action which he believes to be both necessary and right?

It demands a degree of sophistry, of which I hope I am still not capable, to evade the moral challenge that I have tried to present in these simple terms. Because the similarities between the Cuban and the Suez crises are so numerous and so disturbing, it is all the more important that the conclusions which we reach—now that the postures of total involvement and relative detachment are, by one of history's fiercer tricks of irony, disconcertingly reversed—should be constructively different from those which made our Suez policy so sorry a failure.

It happened that I spent the evening before Mr. Kennedy made his announcement of the measures that America proposed to take to defend herself, in the company of friends whose views are on all occasions and all issues, those of the progressive, liberal, slightly left-of-centre " establishment "—middle-piece Foreign or Commonwealth Relations officials, B.B.C. planners and policy-guiders, pontificators, yellow-button mandarins, well-informed circles. They already had their anti-American arguments neatly marshalled: the principle of the freedom of the seas, and the other which was rapidly to emerge as the hot favourite, the " look at America's bases in Turkey and Iran " thesis. Now these are precisely the same people, individually as well as generically, who wobbled over Korea, and who were bitterly critical of the British Government's policy at the time of Suez. They are horrified and pained at being told that they are playing the enemy's game; in their own view, they are trying to be objective, coming down to cases, putting it in proper perspective.

To play safe over Cuba, along progressive lines such as I saw developing immediately before and after the crisis broke, would have been—I am quite certain—morally as well as practically catastrophic. But to play safe was being vehemently urged on the Government from any number of quarters, in the middle of last week.

The only answer to propaganda of this kind—and I am convinced that in the interval between the writing and the reading of these words it will have increased in volume and in intensity of pitch—is the firm restatement of certain truths, which are as plain as they are unpalatable. Just as China did on the borders of Tibet and India, Russia committed by the rapid and secret installation of missile sites in Cuba a grossly provocative act of aggression, and extended the whole area of politico-strategic conflict into a new hemisphere.

Lord Home wisely and courageously chose to make a very candid statement about British aims and policies, within 24 hours of President Kennedy's announcement. He was right to ask us to realise that international Communism, as practised by the Soviet Union, is opportunist and two-faced. He was right to cite, alongside Cuba, the earlier (but very real) examples of both techniques in the Congo and in Berlin, and to emphasise that the purpose of all these adventures has been to increase the area of Communist domination.

" If we want peace," he went on, " we must insist that these practices in double dealing must cease and cease now. This is fundamental to the future peace of the world. If they continue no one can say we cannot drift into war. The Americans are therefore right to let the world see plainly what is being done by the Communists under their noses. . . With full knowledge then of the dangers, I have always insisted that so long as Communism is double-faced our response must be double-handed.

" Communists must not be allowed to filch away free territory from free men. When they try to do that we must be firm. . . . Along with firmness it is our duty, however difficult the Communists make it and whatever the discouragements, to search for areas of agreement and to practise conciliation in our dealings with the Russians."

Conciliation out of strength, yes; appeasement out of weakness, fear, and horror of the consequences of the terrible weapons mankind has now devised, no. Statesmanship is a perpetual exercise in the solitary and ever more severe disciplines of courage. The one counsellor in politics who is always wrong is the coward. Critics of Mr. Kennedy's action say that though he has undoubtedly shown courage, they doubt whether he has demonstrated an equal wisdom. Those who support Mr. Kennedy are entitled to ask: what alternative had he, granted that the facts are as he put them cogently and lucidly to the American people? Acceptance of the idea of existence for his country under this new and blatant threat? He should have taken it first to the Security Council, we are told. A Security Council presided over by Mr. Zorin, and with the certainty that the U.S.S.R.'s use of the veto would be immediate and automatic ? Britain's and France's experience in a similar dilemma could hardly be regarded as an encouraging precedent.

The events over the week-end which reached their climax with Mr. Khrushchev's announcement of the withdrawal of the Russian missiles seemed to justify President Kennedy's firm stand. I was reminded of some words of Canning in 1803: "We might have been strong with advantage and were then cowardly, and it was because we had been cowardly that our enemies become peremptory; and the coming of war was owing, therefore, to our weakness and not to our strength and courage." Perhaps this time it may be said the prevention of war was due to strength and courage rightly used at the right time.

Mr. Nehru caught in a pensive moment at New Delhi Airport. **Right:** Indian troops move through the snow in the Ladakh area

MR. NEHRU PONDERS ON THE FRONTIER CRISIS

The main street of Leh, the capital of Ladakh, less than 100 miles from the battle area

Mr. Nehru, the Prime Minister of India, had great cause to be wrapped in worried thought last week. The massive attacks of the Chinese on the North-west and North-east Frontiers continued to make advances into Indian territory. The pictures are of Ladakh on the North-west Frontier, where bitter fighting was occurring. The most conspicuous Chinese gains were made in the North-east, where they were reported to have captured the vital strategic town of Tawang. Casualties on both sides were said to be severe. Suggestions for a cease-fire and negotiations were only making limited progress. Mr. Nehru said that India was not prepared to negotiate under duress.

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

JAM TODAY. The Duke of Wellington last week opened the Hyde Park Corner underpass under the shadow of Apsley House—once " No. 1 London," and a very pleasant country house overlooking a private garden and a green and pleasant park. " No. 1 London " has long since become a museum; and London's efforts to speed up London traffic have dealt cruelly with the house, leaving it shorn of most of its rural charm, while the Duke's flat in it is almost " in the air," a victim of dust and constant noise. It cost a deal of money to tunnel that frightful anti-jam factory, and cost a deal of discomfort and chaos in the making. How far the money was well-spent the next few weeks will show. For those travelling west, it will certainly concede a few extra hundred yards of " free " travel—until they run into the Knightsbridge jam which has long been a competitor with the late Hyde Park Corner jam, now " ironed out " (or so we hope). Knightsbridge, I suppose, is next on the list for tunnelling or what-not. And when, some years hence, that also is " ironed out," it should be possible to travel from the Ritz to beyond Hammersmith or to Putney at the same speed at which Nelson posted down the Portsmouth Road from Piccadilly in September 1805 to hoist his flag on the *Victory*. London is beginning to reveal 150 years of progress.

THE ROYAL MILE. It was the happy idea of the Queen that King Olav of Norway should pay his recent State visit to the Scottish capital instead of to London. " Auld Reekie " wore its best autumnal smile for this historic occasion—the first State visit of a reigning Monarch in Edinburgh's history—and everything said and done stressed the appropriateness of the Queen's idea. Historical ties between the two countries, family ties, racial characteristics and similarities, wartime ties, all these matters in common made Edinburgh, Prince's Street, the Royal Mile, the Castle and Holyrood House the ideal setting for this happy State occasion; and the marriage of English and Scottish genius and scope for pageantry and tradition ensured one of the happiest and most colourful occasions among recent State visits to Britain. In London they have perhaps become too stereotyped. The Edinburgh ceremonies were pageantry well-worth preserving for occasions of this kind. No visiting Sovereign can ever have worked his right hand harder than did King Olav all those sunny hours and none looked happier. It can confidently be said that a good time was had by all in Edinburgh, which justified the remark that that day had written a new chapter in Scotland's rugged history. At any rate, it gave Edinburgh a day to remember. Even George IV's visit in 1822, compèred by Walter Scott, was no more colourful—though colour and fancy-dress were the keynote—and certainly was not so genuinely happy and glorious.

" OUR DEADLIEST PERIL." If I heard aright (for I did not read it in the Press) an expert on health warned us of our latest and deadliest peril. It is the coal fire. It is the No. 1 Killer—the first assassin—in the home. Smoking cigarettes is nothing to coal fires. Lung cancer is nothing to bronchitis as a means of reducing this overpopulated island's surplus millions—the use of the antiquated coal fire is the cause of bronchitis, the " English disease " and England's deadliest killer. This is not very good news to Lord Robens, and one more example of the way in which our basic industries and chief sources of revenue sometimes may find their expenditure on propaganda thrown away by counter-propaganda from the health front. To me, it is surprising news—this deadly effect from coal fires. I was born in Victoria's reign. In those benighted days, we had no means of warming our houses, large or small, except with coal fires. There were coal fires everywhere, even in passages, one at each end of the drawing-room, one in every bedroom. Sometimes a housemaid in the big houses came in to relight my fire while I was still in bed of a morning. From infancy I was tubbed and dried before a coal fire, went to sleep in its glow and spent in winter all my indoor hours on the hearth. Was my family exceptional? I won't generalise. I will only speak from family experience of three generations of my own family whom I have known intimately, of whom I am almost the last survivor today. My grandfather died at 82, my grandmother at 93, my father at 93, my uncle at 81, my aunt at 83; I have a brother still living at 82. Others died younger in these generations but not a single one of them from bronchitis. What's the answer to the gipsy's latest warning? Coal was certainly cheaper in Victorian days. How else could a largish country house have burned a ton of it a day? As certainly, I suppose, it was purer and better. As certainly, I take it, our national toughness has declined rapidly generation by generation despite (or because of) all the scientific efforts made to increase our expectation of life and to keep us healthy, at fabulous cost. I only wish I could afford to burn coal fires today. But since gold dust and coal dust cost about the same price, and domestic service is unobtainable, the rewards of journalism are inadequate to allow of these luxuries.

The Duke of Edinburgh, having opened the new 400-ft.-high headquarters of the Co-operative Insurance Society in Manchester, gazes down on window-cleaners at work. The building is the highest in Britain

" ALMOST A CASTE SYSTEM." In his much applauded and shrewd speech advocating entry into the Common Market, the Premier admitted, in a phrase with which apparently he is still in love, that the wind of change must be allowed to blow over our industrial and social set-ups, which are still far from classless and indeed still amount almost to a " caste system." I wondered whether this discovery of his would have any effect on what is no doubt a very unimportant item, on the purely social side, of this continual perpetuating of the " caste system." I refer to the remarkable energy he has shown in perpetuating and increasing hereditary titles. The life peerage enlargement, it was supposed, would reduce greatly or eliminate hereditary creations after 1958. It has had no such effect. Since 1945 over 100 hereditary barons have been created—a fifth of the total baronage—and mostly by the Tories; and viscountcies grow ever more popular, bespangling society with what Byron described as " little honourables." Then there are baronetcies. The Labour Party between 1945 and 1951 practically stopped recommending them—save for the Lord Mayors. The Conservatives made over 70 new ones between 1952 and 1960. And I daresay even now Mr. Macmillan is considering his list of recommendations to the Queen for New Year hereditary viscounts, barons, and baronets, a cheap form of golden handshake for the faithful or the no longer useful. His enthusiasm for hereditary titles has been hardly less than that of James I and Lloyd George. A small point, no doubt, but nonetheless a test of sincerity in the avowed aim of securing a classless society. There exist today over 900 hereditary peerages and 1,500 baronetcies. These should be enough (for 200 years ahead) to enable us to remember our ancient glories as we move on with the wind of change towards a classless society. Before and since the Pay Pause was launched

Princess Margaret meets Mr. and Mrs. R. Taylor in their council flat on the Abbeydale Housing Estate, Redditch, during her recent visit to Worcestershire

Princess Marina inspects one of the exhibits after she had opened the Professional Nurses and Midwives Conference and Exhibition, held in London

The ceremony of unveiling the stained-glass window in Westminster Abbey, dedicated to the memory of Sir Henry Royce. He is the first aero engineer to be commemorated in the Abbey

with the announcement of Dr. Beeching's £24,000 p.a. salary, I have felt that Tory Ministers have shown little understanding of the minds of the humbler grades in the railway organisation. (It might have been worth pointing out the difference between £24,000 p.a. gross—and net.) And in the matter of Honours, I can enter into the feelings of a man who, rewarded with an M.B.E. after spending his life and health in, say, a leper colony, concludes that the higher grades of Knighthood seem to be reserved for higher grades in the caste system and are sometimes much more easily earned and automatically.

CALL ME MADAM. I subscribe to the suggestion, voiced by magistrates, that witnesses in court cases should be addressed as Mr. or Mrs. or Miss and not referred to by their surnames. I further endorse the suggestion that defendants in the dock should be given the same courtesy. Witnesses are engaged in a public duty which they usually dislike or dread and are entitled to ease-giving courtesies. Defendants in the dock (if our judicial boast means anything) are as innocent as saints until found guilty by process of law; and nothing misliked me more when I was chairman of a bench than did the growing practice of police prosecutors of referring to a woman or girl in the dock as "the prisoner (or defendant) Jones." The only occasion I can recall when I myself failed to accord this courtesy to a defendant in the dock before conviction was the trial of a man with a title. He was a local man and his misdemeanours for years had been so notorious locally that the bench was quite unable to regard him as "innocent as any saint" before conviction on the charge then before us. But I don't think that failure of courtesy in this case resulted in a miscarriage of justice.

THE OLD STAGER

Three thatchers are engaged in the work of refurbishing the thatch on an old cottage on the outskirts of Evesham, in Worcestershire. All three are working for Percy Jones and Son, one of the few thatching firms remaining in the county

ENTERTAINMENT

MUTINY ON THE BOUNTY

at the Royalty Theatre from November 19

Ever since Charles Laughton first went roaring and stamping round the decks of the *Bounty*, Captain Bligh has been one of the best loved of screen villains and the saga of that voyage to the South Pacific and Tahiti, the mutiny and the subsequent extraordinary adventures of Bligh and of the mutineers has been what the trade calls a "hot property." M.G.M.'s vastly lavish and hugely expensive remake, photographed in Ultra Panavision and Technicolor mainly on location in Tahiti, arrives in London later this month. Certainly, with Marlon Brando as Fletcher Christian and reputedly a new ending, the film will have a different emphasis. And it promises to be immensely spectacular.

Captain Bligh and his 18 men are set adrift from the *Bounty* as the mutineers throw the bread plants into the sea. **Right:** Bligh (Trevor Howard) kicks away the ladle of water offered by Fletcher Christian (Marlon Brando) to the persecuted Williams (Duncan Lamont). **Below right:** Men of the *Bounty* join in the fishing expedition of the girls of Tahiti

Maimiti (Tarita) leads the dancing. **Below:** William Haydn (William Brown) escapes from the burning *Bounty*

Enraged mutineers on board the *Bounty* are prevented from attacking the trussed-up Captain Bligh by Fletcher Christian who has taken control of the ship. **Below right:** During the welcome of the *Bounty* in Tahiti after her arduous voyage, Captain Bligh leads the dancing with Maimiti, the daughter of the chief

THE VOICE OF THE COMMON

TANGANYIKA

No "jumping jacks and grasshoppers"— the new self-help schemes

"The task of building a viable democratic state cannot be done by jumping jacks and grasshoppers." These are the words of the Prime Minister of Tanganyika, Mr. Rashidi Kawawa, speaking in Parliament in Dar es Salaam not long ago. He was stressing that the time had come to translate into action the slogan *Uhuru na kazi* (freedom and work) which has been current in Tanganyika since independence. To set an example in this direction Mr. Kawawa, with Dr. Nyerere, the leader of the ruling Tanganyika African National Union, and other political leaders have been spending their spare time working alongside the people on the various "self-help" projects which the Government has instituted.

These projects are organised on a village level; each village is expected to form a development committee and to co-ordinate voluntary work through the area with expert help. The most popular types of project are house-building, such as the "better homes through self-help" pilot project at the Magomeni area of Dar es Salaam, roads, bridges and classrooms. Some of the work has merely been restoring the damage done during last autumn's tragic floods, but the majority are fresh projects.

In one village a former slave market was converted into a produce market, with the help of voluntary labour. The people of Mvumi, Dodoma, in the central region of Tanganyika have cleared an airstrip to be used by Flying Doctors based in Nairobi. In Butiama, Dr. Nyerere's birthplace, a dispensary is being built. At present the people there rely on mobile medical facilities. The villagers of Mhonda in the Turiana area are building a Centre, because they are "tired of studying under mango trees." One old man in the village, said to be over 100, recalled that self-help schemes were a part of African culture.

It is certainly one aspect of Dr. Nyerere's thesis that *Ujamaa* (familyhood) is the basis of African socialism, viewing the family as a co-operative unit in which everyone does their share. At Magomeni he told voluntary workers that combined effort on this type of project was really a revival of traditional co-operation. In addressing one group he said that he had sounded a first trumpet call to unite to achieve independence. His second trumpet call was to mobilise the people "to make independence work and thus remove poverty, ignorance and disease from our land." Dr. Nyerere was touring the country with a message of hard work, self help and unity of purpose.

As far as Dr. Nyerere is concerned this is but one of the ways of getting down to the grass roots which he felt he had lost contact with last January. He has said that he resigned then after he heard members of his party's national executive referring to the newly independent Government as "they." This has involved re-establishing rapport between the Government and party branches, and between Government and the Tanganyika Federation of Labour. That Dr. Nyerere is a candidate (and the certain winner) in the elections for the presidency when Tanganyika becomes a republic in December is perhaps an indication that he feels he has achieved some success in this. And the self-help schemes have played an important part in the continuing pre-eminence of Dr. Nyerere. His close co-operation with Mr. Kawawa has also helped in the furthering of *Ujamaa*. However, this spring of idealism, this urge towards self-betterment can only survive if supplemented by stepped-up overseas aid, in both money and trained men, to a country which is poor in natural resources. Here Britain, the United States and many other countries could be doing more.

Mr. Kawawa wields a shovel at the Magomeni home-building scheme

An example of self-help—road construction on the slopes of the Pare Mountains in the Tanga Region of Tanganyika

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Preparing to inoculate a cow

Carrying a bag of pyrethrum flowers

Mr. Gathayo, one of the 11 farmers, supervises the picking of pyrethrum at Bahati

KENYA

African settlers succeed with group farming

When 11 Kikuyu farmers migrated to the Rift Valley Province from the Limuru area near Nairobi, they took with them their traditional *ngwatio* spirit—the Kikuyu term for mutual assistance. On their new property, the 1,400 acre Osney Estate, at Bahati, near Nakuru, which they jointly own, they have adapted the *ngwatio* system to operate the farm on a group basis. They found this system the best suited to surmounting the shortage of working capital. To keep the farm's production at the level established by the former owner, they voluntarily agreed to pool their financial and physical resources and run the farm as a group of assisted-owner farmers instead of dividing the property with each embarking on his own subdivision. The achievements of these farmers for the first six months they have been on the Bahati farm indicate that they are well on their way to making an individual net profit of £200-£300 a year, after repaying to the Land Development and Settlement Board their loan charges.

The Bahati farm is divided into 12 sections, ranging in size from 250 to 25 acres. Eleven of the sub-divisions belong to assisted-owner farmers, but the smallest, the 25-acre portion, was a gift from the former owner to a servant, who is now incorporated in the group ownership system. The income derived from the combined efforts is shared out, and all co-operate in running the farm under the direction of a settlement officer.

The farm's economy is based principally on 250 grade cattle which yield from 180 to 200 gallons of milk daily. The group sells about 180 gallons to the Kenya Co-operative Creameries, skims 10 gallons and distributes the remainder among themselves for family consumption. The grazing area of over 1,000 acres also supports a flock of 450 sheep. Pyrethrum, for which 105 acres have been allotted, ranks second in the sources of income. Fifty acres are under maize, five under potatoes and 35 acres contain young coffee trees. Strawberries, occupying only 1½ acres, form an important part of the total output.

The farm owes its high productivity to a large labour force which it supports in return. A mixture of 200 Kikuyu (a majority), Meru, Wakamba and a few Kalenjin labourers work it, in addition to the farmers' own families who total over 30 able-bodied persons. Children of the employees and those of their employers are educated at a primary school on the farm. Some families share the house of the former owner; others are living in improvised accommodation pending the erection of their own houses.

Every week, Mr. Mwangi, the Chairman, assigns duties to his colleagues in rotation. He makes sure that four farmers are available to look after cattle and supervise the herdsmen; two farmers are allocated the job of supervising the maize and pyrethrum planting; others look after sheep and strawberries. Strict discipline reigns in the farm. Nobody can disclose information without permission from the Chairman, and it is customary for farmers to report to him each morning on progress and developments in their own sections. The farm was given a pat on the back recently when it was visited by Mr. Kenyatta, the Minister for Constitutional Affairs and Economic Development.

The stone farmhouse on the estate

BOOK REVIEW

A case of late development—Uganda's political parties

" We are all Johns waiting for a Messiah ": this remark of a Uganda politician illustrates one of the points made by D. A. Low in his book POLITICAL PARTIES IN UGANDA 1949-62 (University of London, The Athlone Press. 10s. 6d.)—that politics in Uganda in the early fifties might have been transformed had a really dynamic leader appeared. One of the themes of this work is the late development of parties in Uganda on the typical African model, and lack of leadership is undoubtedly an important feature.

Other reasons advanced for this in Mr. Low's short but penetrating study are the comparatively small amount of men trained outside the country; the lack of non-African political organisations to emulate; the absence of major issues or racial conflicts " which might have stirred African feelings deeply "; the resilience of the existing political phenomena; and internal politics in Buganda, the most powerful part of the country.

The eventual rise of parties is traced—and analysed with care. After various abortive attempts the current Democratic Party and the Uganda Peoples' Congress now seem fairly secure. The author covers the complicated relations of various parties with factions in Buganda, the latest example of which is the U.P.C.'s electoral alliance with the Kabaka Yekka (Kabaka Only), on which the power of the present Government under Mr. Obote depends. The Kabaka's deportation from 1953-55 is also considered, particularly in its effect on Baganda separatism, which has been temporarily curbed. The author comments that much of the drama of Buganda's internal politics has lain in " the never-ending succession of groups who have felt that whatever the undeniable advantages safeguarded by the preservation of Buganda's autonomy, the genius of the country forbids it to curl up into its shell. Although it has always been careful to defend its autonomy, it has been equally careful to avoid becoming moribund."

Mr. Low concludes that neither of the main parties is in origin primarily a party of Uganda nationalism, bred in the exigencies of the struggle for independence. Uganda's parties were drawn forth more through fear of power passing to other groups in the country " who might pay scant regard to the interests and aspirations of those who stood outside them."

M.K.W.

The magnificent exterior of the building of the Reform Club, designed by Charles Barry and completed in 1841. **Below:** The Saloon, on the ground floor behind the entrance hall, is reflected in its tall mirror

London Clubs

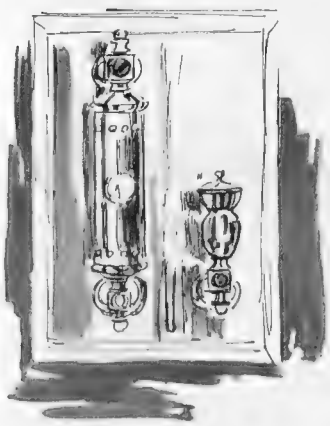
THE REFORM

Drawings by **GEOFFREY S. FLETCHER**

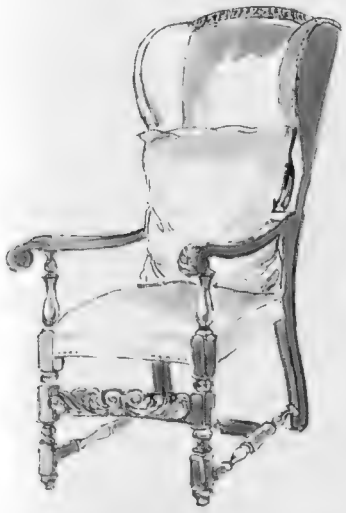
"Basement, Mezzanine, ground and first floor for the use of the club, with two small waiting rooms, two Billiard rooms, a smoking room, and with as many dressing rooms and Baths on the mezzanine floor, as the necessary accommodation for the servants of the Establishment will permit, it being intended that all the servants shall be accommodated on the mezzanine floor; also of a second floor containing lodging apartments . . . and garret rooms over them for the use of Servants." Thus the instruction went out from the Reform Club in 1837 for a new building, and the result was Charles Barry's masterpiece in the Roman High Renaissance style in Pall Mall. The Reform may well have been the first of the West End clubs to provide "lodging apartments" for its members.

As its name implies, the club was founded in the 1830s at the time of the Great Reform Act. The Tories started the Carlton after their electoral defeat in 1831. The Reform emerged five years later, a development from a Radical club called the Westminster Club. The Reform, the rules laid down, was instituted "for the purpose of promoting the social intercourse of the Reformers of the United Kingdom." Foreign Reformers could be admitted. Each member could entertain a stranger at dinner "provided he is a Reformer." For many years now the membership and hospitality of the club has had nothing to do with politics. But the cause of Reform is still commemorated in many of the busts and paintings which adorn the walls—Milton, Hampden, Grey, Cobden and Bright, for example. In a different context—cuisine—the club in its early days had one of the greatest chefs known to London—Alexis Soyer.

C. D.



The gas jet for lighting cigars



This was the armchair which was much favoured by H. H. Asquith

Below: The Morning Room with its tall columns at one end is another splendid example of Barry's interior decoration

The Library of the Reform Club is sumptuously decorated. It is one of the best libraries of any West End club

BRIAN VESEY-FITZGERALD

BLACKPOOL IN THE LEAD

I have been to Blackpool at least a dozen times in the past 20 years, but never before in the autumn. Now, at last, I have been to "The Greatest Free Show On Earth." That, by the way, is Blackpool's own way of describing its Illuminations. You may well have learned from experience, as I have, to be wary of a town's self-advertisement. But I have no quarrel with Blackpool's. The superlative is fully justified. Considered simply as a town, Blackpool is about as flat and featureless as a slice of bread. I do not think that even the most patriotic of its citizens could call it a beautiful place—there is not a single old building in it—but it has miles of firm clean sands and wonderfully bracing air, and on these natural assets it has built a reputation as an entertainment centre that is now virtually world-wide.

There are plenty of places around our coasts with beautifully firm sands and wonderfully bracing air, plenty of places with natural beauties which Blackpool does not possess, plenty of places with advantages denied to this Lancashire town, but none of them can boast a success story to approach Blackpool's. Starting from nothing—literally nothing—Blackpool has outstripped them all. How has it been done? The simple answer is "leadership": not, as you might think, "money." There was no money to begin with.

In 1776 the first advertisements of bathing facilities at Blackpool appeared in the *Manchester Mercury*. Two years later the summer visitors totalled 400. A hundred years later, in 1876, the population was 10,000 and the town was granted its Charter of Incorporation. That is a success story in itself. Today, the population is about 150,000 and there are 5,000 hotels and boarding-houses; one-seventh of the total in England and Wales. Growth like this simply could not have been achieved had not one progressive and far-sighted Town Council succeeded another without a break through the years.

In 1895 Blackpool secured powers to levy a rate to be spent on advertising; the first resort in the country to do so. People are usually very touchy where rates are concerned. In Blackpool there does not seem to have been a protest, which speaks volumes for the leadership of the day. It was the first town in England to use electricity for public lighting and the first electric trams in England made their appearance here; which, again, speaks volumes for the leadership of the day. (Blackpool, incidentally, is the only authority in Britain to retain its faith in electric trams for local transport—nowhere else in Britain can you still ride in one—and in this too I have an idea that Blackpool will prove to be far-sighted.) It was leadership of this sort that has made Blackpool what it is today; that gave Blackpool its Illuminations.

Blackpool at the height of a recent summer season—along the promenade and on the beach near the famous Tower

These are a stroke of genius. Most British seaside resorts go into hibernation at the end of September: Blackpool's season continues until the end of October. The Illuminations, six miles of them to be seen entirely free of charge (and the best way to see them is from an electric tram), are responsible for this. They cost more than £100,000 annually, most of which is rate-borne. The actual value of the equipment is more than £400,000. But these 350,000 coloured lights attract more than three-and-a-half million people during the 52 nights of the display; and that is a good proportion of the eight million people who visit Blackpool each year. No matter what it costs, it pays.

If you have never seen the Illuminations, then I beg you to go next year. The advertisements will tell you that these lights "transform six miles of promenade into a scintillating fairyland of magic shapes and glowing colour." That is the simple truth: there is no exaggeration. I do not know what I expected to see, but certainly nothing like this. I was so enthralled that I rode up and down in electric trams until there were no more trams. It could easily have been garish: it was beautiful, breath-takingly beautiful. Behind it all must be an electric genius of the first magnitude.

You will have noticed a good many statistics in this article. I got them from the Town Hall. Usually you have the greatest difficulty in prising a guide-book out of a Town Hall, and when you do, you get it with ill-grace. Here a pretty girl behind the counter loaded me with all the material I could possibly want and did so with a smile. She was proud of Blackpool, proud of her job, wanted me to like Blackpool too. She had most of the statistics at her finger-tips anyway. This sort of enthusiasm springs from good and enthusiastic leadership, and I found it everywhere in Blackpool.

This is the secret of Blackpool's success. Everyone in the town, even at the end of a long season, is still enthusiastic, still anxious to please, anxious that you should like Blackpool and come again. I could not find a trace of the "couldn't-care-less" attitude that is now so prevalent in Britain. Even the shop assistants are anxious to serve. I shopped at one of the big stores and one of the assistants, seeing that I had a good many small parcels, went off, without being asked, and fetched me a carrier-bag. When I asked how much it was: "Oh nowt, luv. We wouldn't like you to drop things." I do not know if that has ever happened to you, but I have never known it before. I found it both touching and refreshing—and I bought some more things to put into that large carrier-bag.

Blackpool is specially designed to separate you from your money. But the operation is performed in the most friendly manner. The whole place goes in for superlatives: everything is as big and lavish as can be. But this seaside resort justifies its superlatives, for it does everything superlatively well.

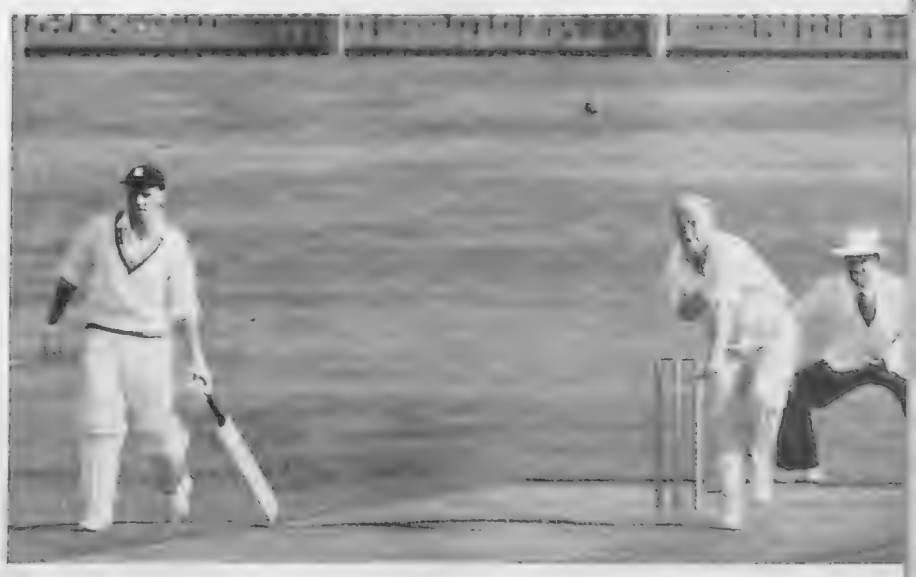
Loud appeals from the M.C.C. fieldsmen as wicketkeeper Smith (extreme right) catches Wishart in the match against Western Australia

Cowdrey, opening with Pullar for M.C.C., hooks McKenzie for three

CRICKET IN AUSTRALIA

M.C.C. started their first-class programme with the customary game against Western Australia at Perth. The tourists had a sweeping victory by ten wickets. They batted first, but apart from Dexter, with 76, the leading batsmen made little contribution to the total of 303. It was Titmus (88) and Smith (42), lower down in the order, who claimed the batting honours. Together they put on 119. A familiar figure in the Western Australian team was Lock, of Surrey and England, who is on contract in Perth for the season. He took 4 for 68. Western Australia were all out for 77 in the first innings, Larter taking 4 for 25. In their second innings they totalled 274. Gartrell made 72. M.C.C. knocked off the 49 runs required to win without loss of a wicket. Their next match, against a Combined XI, started in Perth later last week.

Illingworth dives but just fails to take a catch from Gartrell



Lock bowling for Western Australia in the game which M.C.C. won

D. Bramwell (Trent College) passes from a loose scrum

A Trent passing movement, with C. N. Cullen, their captain, right

PUBLIC SCHOOLS FOOTBALL

TRENT COLLEGE v ST. PETER'S, YORK

On a sunny autumn day at the Trent College grounds at Long Eaton, near Nottingham, the home side met their visitors, St. Peter's, York, in a hard, fast game. St. Peter's had ten old colours in their side and a very strong pack. It was their forwards that paved the way for their 14—0 victory. St. Peter's scores in the first half came from breaks by their scrum half, J. A. B. Carruthers, from one of which he went over himself. One try was converted and the half-time score was 8—0. Although on the defensive, much of the time in their own 25, Trent held out for a long time in the second half through good tackling and when their three-quarters got the ball, they looked dangerous. St. Peter's, however, scored twice more in the second half, through I. B. Robertson and A. L. McKay. In the closing minutes, Trent staged a rally and their three-quarters nearly broke through on several occasions.

The first of a weekly series

The St. Peter's forwards follow up the ball. **Right:** W. M. Harvison, the Trent full back, under pressure

J. Tricks, the Trent scrum half, passes from a set scrum

The St. Peter's forwards get the ball back to their scrum half

The first section of the Rio Gere Tele-Cabine up Monte Cristallo near Cortina in Italy

TRAVEL

A WINTER SPORTS HOLIDAY

By **GORDON COOPER**

SUN, SNOW, SKIS! What an exhilarating holiday these three words call up. In fact, if I were restricted to a single fortnight's holiday a year I would certainly choose to spend it at one of Europe's snow places, even if I did not plan to take an active part in ski-ing. The long hours of sunshine and the healthy air of the resorts are the best of all tonics.

Of course, you may be considering your first winter sports holiday, for the numbers going abroad increase by a considerable amount each year. In that case, I would say the first essential for your complete enjoyment is knowing all the details of your holiday are carefully planned, leaving you free to enjoy your holiday.

While I often advocate individual travel in the rest of the year, it is my firm opinion that it is best to go to a reliable specialist agent for a first-time ski-ing holiday. They know the ropes and provide a complete all-in holiday. An agent can help you to find the kind of social life you require in the evenings. Many of the larger hotels provide quite elaborate evening entertainments when informal evening wear is required. On the other hand, you may seek a quieter establishment where you can relax comfortably after a day on the slopes.

The first question to ask yourself is " Where should I go?" The seasoned snowsport enthusiast is often conservative in his tastes, preferring to return to his favourite resort each year. Generally speaking, Switzerland, Austria and Norway are the Big Three for British skiers, and each one has its own special appeal. I will refer to these later. France, Italy and Germany follow some way behind, but each has its own faithful adherents. Spain, Yugoslavia, Czechoslovakia and Liechtenstein offer facilities for ski-ing in the snow, while farther are Finland, Morocco and Lebanon.

When to go? If you can, avoid the Christmas period which ends the first week in January. Apart from the fact that most resorts are crowded out, not only with foreign visitors but with natives, it is not a reliable time for snow, ski school classes are too large and you are apt to find queues at the ski-lift " stations." Lastly, days are then at their shortest.

February is the second " high season," for it is the best month for snow except at the higher resorts, or in Scandinavia. At these resorts, between 5,000 ft. and 6,000 ft. up, and in Scandinavia, March is on the whole the best month. Consider January, however, for many resorts offer genuinely reduced prices; these often amount to 20 per cent. off and these reductions apply to ski schools and lifts. April and May, by the way, can be splendid months on the glaciers for experienced skiers, but otherwise snow conditions are generally poor.

Mere altitude does not necessarily bring snow. In some areas, e.g. the Andermatt-Gotthard area in Central Switzerland and the Kitzbühel district in Austria, you are as likely to find as good snow at 3,000 ft. as you will in other parts at 4,000 ft. Also the further east you go, the lower the snow will lie—until you find it near sea-level when you get to Moscow.

The cost of a winter sports holiday must be with many people of paramount importance. Fortunately, the range is wide, say, from £25 upwards for ten days. (Anything less than ten days is not recommended, for just as you are getting used to ski-ing conditions it would be time to go home, missing most of the real fun.) In fact, a fortnight at least is advisable. I suggest also that where family holidays are concerned, there is no reason why the younger members should not lodge in the adequate and inexpensive youth hostels, while the older folk seek a better class of lodging.

Other points to consider include: Does scenery mean anything to you—or are you mainly intent on being on good slopes, without any special longing to notice it? To my mind, the perfect scenic resort is Cortina d'Ampezzo. Zermatt, Berchtesgaden and the Walsertal (Austria) are other favourites of mine in this respect. Do you speak the language of the country? Do you feel better in an " English " atmosphere such as you would get in most Oberland resorts and in Austrian Tyrol? In these places you find English classes at the ski schools. Otherwise you should have a knowledge of French or German and you will find your compatriots generally missing.

NOTE: It is strongly recommended that although probably nothing will happen to you—let's face it—accidents can. It is best, therefore, to consider taking out a Personal Accident policy, another for Medical and Additional expenses, and an " All Risks " policy covering luggage, clothing and personal effects.

(See also following pages)

Skiers progress along a *piste* above the Hahenkamm, at Kitzbühel in Austria

Skiers can go off on long trips with dog teams from Finse in

A Winter Sports Holiday

IN EUROPE'S SNOW PLACES

AUSTRIA. In most Austrian provinces there are winter sports resorts, but most popular with Britons is Tyrol. The chief resorts are Kitzbühel, Bad Gastein and Innsbruck—all with amusements galore; while Saalbach (my recommendation for the average holiday skier), Kirchberg, Lech and Seefeld are other suggestions. Some of the tiny resorts, often to be found in side-valleys, are also delightful and surprisingly unspoilt. These places have often the advantage of no waiting for lifts during the week—queues only forming at week-ends. Gay village centres include Mayrhofen, Lermoos and Ehrwald, Oberau and Niederau. Remember, though, that you must not expect American hustle, Swiss efficiency or British orderliness in Austria; the Austrians don't find these virtues necessary to the proper enjoyment of life—an art to which they have, for centuries, devoted no little care.

FINLAND. Distance is the main disadvantage for this country, but if you can afford the time and slightly higher cost of getting there you are well rewarded—not only by the excellent ski-ing but by the fabulous peace of the countryside; it creates a well-being that you can never forget. Kuopio, Lahti and Pallastunturi are the most popular ski resorts. Helsinki might also be considered, for there is good ski-ing nearby, and there is the added appeal of the attractions of the capital city.

FRANCE. For some reason or other French winter sports resorts rather languish in British popularity. Yet they offer some considerable advantages: the width of the *piste*, which gives plenty of room to manoeuvre, a great help to the not-so-good skier; another is that the *pistes* are well marked and well maintained. Secondly, most of us speak a little French—and, believe me, that makes a difference. Nor must I omit mention of the excellent food and wine, not the least joys of a holiday amid the snow.

There are many good parts of France in which good ski-ing can be enjoyed. There are the sunny Pyrenees with Font-Romeu, Superbagnères and Barèges as principal centres. There are the mountains of Central France, the *Massif Central*, in which the best ski-ing is to be had at Le Mont-Dore. There are the Jura mountains, edging Switzerland, in which the main centres are Métabief and Les Rousses.

Nevertheless, for most people, winter sports in France are connected with the Alps, the wonderful chain of mountains which run from the borders of Switzerland to plunge, far to the south, into the deep blue waters of the Mediterranean.

In Savoy the three great international resorts are Chamonix, Megève and Saint-Gervais; but smaller resorts include La Clusaz, Les Contamines, Les Gets (family resort) and Les Houches.

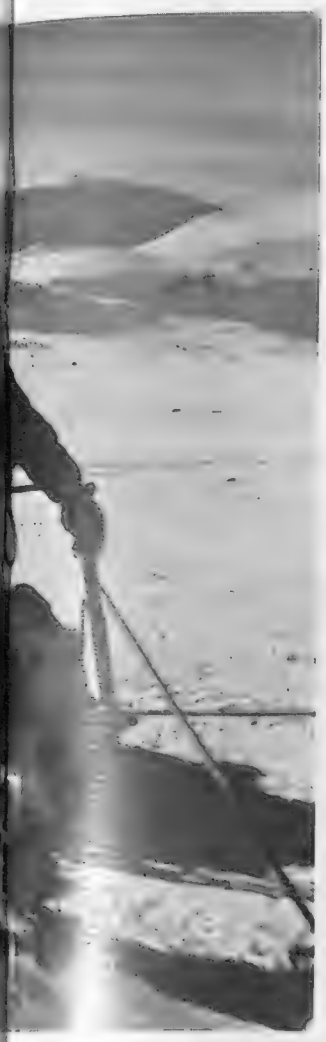
Southwards from the Mont Blanc Massif, there are Val d'Isère (best suited, perhaps, to the experienced skier), Courchevel and various nearby resorts. Alpe-d'Huez, the leading resort of the Dauphiny Alps is a most agreeable place and ideal for the as yet not too accomplished. Others in Dauphiny are the modern Chamrouse, Les Deux Alpes, Villard-de-Lans (family resort) and continuing down to Auron and Valberg, three hours only by road from Nice.

GERMANY. I have spent such delightful times in the German snow places that I think it a great pity they are not better patronised by Britons. Garmisch-Partenkirchen is, of course, the leading resort. Nearby is the Zugspitzplatt —8,500 ft. up Germany's highest mountain—with excellent terrain, for the beginner too. Oberstdorf holds sway over the Allgäu Alps, and consider the nearby Walsertal (actually in Austria, but only accessible from Oberstdorf, a centre of international repute). Scenic Berchtesgaden, Schliersee and Tegernsee are all sports areas which I can recommend. They also offer attraction to the non-skier because Munich, with its famous Carnival, is close at hand. Winterberg in the Sauerland, and Braunlage in the Harz are two other German recommendations.

ITALY. I love going to Italy in the winter. I like the gay Italians, their food and wine, and, not least, their espresso coffee. Cortina, "Queen of the Dolomites," will surely satisfy most skiers' tastes, for it has facilities for skating and bob-sleighing, as well as for curling. The après-ski life, too, is colourful and amusing. Sestrière, one of the finest ski-ing resorts in Europe, and Breuil, lying beneath the Matterhorn (Monte Cervino to the Italians) are both idyllic.

NORWAY. Easy of access by sea and air especially for those living in Scotland and the north of England, this country would be my first recommendation for the beginner on skis. I consider the ski schools there second to none. In addition, the Norwegian people have always a warm welcome for British guests. Norway's excellent and modern youth hostels also provide a most inexpensive winter sports holiday (with no irksome "extras")—bed and full board cost only 17s. a day—and parents will welcome this facility, while they themselves stay at nearby hotels or pensions. (There is, however, no age limit for youth hostel holidays.) Then, in addition to stay-put holidays, there are hut-to-hut tours and an occasional dog-sleigh tour, both wonderful opportunities of travelling through superb mountain scenery. Geilo and Lillehammer are the chief resorts. Oppheim is another recommendation, and from February 2 to 9 a special Gala Week is being held there.

SWITZERLAND. It is quite impossible briefly to deal with this most popular home of winter sports. There is a plethora of excellent resorts. My own favourite centres are Gstaad and St. Moritz, both in the fashionable category



Norv

ight: Holidaymakers in e streets of Chamonix, e French ski resort in e shadow of Mont Blanc

ut offering accommodation to suit all purses; Zermatt, with the Matterhorn looming overhead; Leysin, a Swiss suntrap; idyllic Mürren, and various small resorts, such as Sils, Silvaplana, Celerina, Zuoz and Schuls in the Upper Engadine. I do not, however, recommend Pontresina, if only because its single main street carries a constant flow of motor traffic. It is close, though, to the Diavolezza téléphérique which makes it possible for a strong runner to do two or three glacier runs a day with a 2½-mile long descent through 2,900 feet each time.

Included in Switzerland, although politically an independent principality, is Liechtenstein, where in the Saminatal hinterland there are modern facilities and good accommodation at Malbun.

OTHER WINTER SPORTS COUNTRIES. For the nonconformist who wishes to try something new in winter sports, there are good ski-ing opportunities at La Molina in Spain, at Les Escaldes and Encamp in Andorra, at Spindleruv Mlyn (Giant Mountains), Czechoslovakia, at Zakopane (Tatras), Poland, in the Atlas Mountains, Morocco, at Storlien (Jamtland), Sweden, and at Kranjska Gora in Yugoslavia.

WINTER SUNSHINE GOLF

Golf in the sun throughout the dreary British winter is, of course, a different kind of winter sport. B.E.A. have brought out a delightful and tempting booklet calling detailed attention to 19 superb courses on the French Riviera, at Monte Carlo, Gibraltar, Tangier, Southern Spain, Portugal, Greece, Israel, Italy, Egypt, Malta and Cyprus—all within easy reach by B.E.A's airliners—which provide an opportunity to enjoy a golfing holiday, while non-golfing wives can tour the countryside, possibly by self-drive car, another B.E.A. attraction. Information from your travel agent.

Below: On the ski-lift which climbs above the resort of Celerina in the Swiss Engadine

A Winter Sports Holiday

PICK OF THE AGENTS

Salpausselka ski jump at Lahti in Finland

Compared with summer holidays the number of firms specialising in winter sports is limited. And, understandably, these travel agents stick generally to the well-tried and popular resorts of former years. What I find noticeable this season, however, are the various additions and improvements made in the package tours offered, such as added comfort in transportation to and from a chosen resort, the various essential "extras" on the spot, and so on. In comparing prices, therefore, it is very necessary to study what each pack embraces. I believe that all the firms included in the following survey give good value and can be relied upon. Prices continue to be most reasonable. A 15-day all-in holiday at many resorts need not cost more than £40, while in Norway, with hostel accommodation, a young person need not spend more than £25; in a comfortable guest house the cost would only be a few shillings more. Altogether, whatever you choose to spend you will get what you pay for.

Cooks. As usual, this famous organisation covers a wide range of snow resorts in Austria, France, Italy, Norway, Scotland and Switzerland. Their Initiation Party is again being held at Kandersteg, while there is a Juvenile Party at Leysin, enabling children who cannot be accompanied by their parents to enjoy and benefit from a winter sports holiday. Then, again, there is a 12-day coach tour to the snow-clad mountains of Switzerland, when you can enjoy, without energy, the thrills and joys of sun and snow. Note, too, their holiday at Flims-Waldhaus, one of the loveliest spots in the Grisons.

Inghams. This reliable agency claims to carry more British winter sports holiday-makers than any other firm. They organise their own arrangements for Alpine ski-touring and ski-mountaineering, catering for all grades from beginner to expert. While this firm covers Italy, Norway and Switzerland, their outstanding speciality is Austria. I like also the clear method of presentation in their brochure of the cost of essential "extras." Their choice of hotels, too, covers all tastes and purses. They even offer a "Commando" course for experienced British skiers in Austria. They are the only agency to run their own winter sports train throughout the season.

Lunns. This famous winter sports firm offers a comprehensive brochure, including holidays in Spain and Yugoslavia. Their "Ski-Paks" cover the hire of skis, sticks and boots, also membership of the Ski School. Of possible appeal are their arrangements for ski-ing holidays on credit terms.

Erna Low Travel Service. This firm's current offerings require a 226-page book. The holidays available embrace family parties, a section for Teenagers, Children and Students, the customary House Parties, and some new ski-ing fields for venturesome skiers: in Sweden, Finland, Czechoslovakia, Yugoslavia, Morocco and in the Caucasus (U.S.S.R.). Winter motorists, leisurely winter holidays for Ski-Pedestrians, and even ski-ing combined with language practice indicate the wide scope of this most enterprising, perhaps, of all travel agents. Combined holidays are also available: one week ski-ing, one week Mediterranean sunshine or one week in Vienna. Worth noting is that this firm includes holidays at La Molina (Spain) and Les Escaldes (Andorra).

World Sport and Travel. Booklets cover Austria, France, Italy, Norway and Switzerland. Their dog-sleigh ski tours in the Hallingskarv range of mountains in Norway are now in their seventh season, while less strenuous are their ski tours of Nordmarka. Both are wonderful opportunities for enjoying the great white vastnesses of the country. World Sport cover most tastes, and their Winter Sports Centre in London can be personally recommended for pre-ski training.

Under 30 Travel Club. An organisation which provides good inexpensive winter sports holidays for young people. Austria, France, Italy and Switzerland are the countries covered.

Travel Counsellors. British representatives of the well-known Club Mediterranée, which provides reasonably priced ski-ing holidays at their villages in Alpe-d'Huez, Engelberg, Leysin, St. Moritz, Serre-Chevalier, Tignes and Val d'Isere. Recommended for young persons.

Swans. This firm's specialities are low-priced winter sports holidays; a 15-day holiday at Engelberg (a charming Swiss resort) costs only £33 16s.; 14 days in Norway for under £27; while there are arrangements for that still unspoilt haven Malbun (Liechtenstein)—15 days' holiday for £44.

Global and Overland Ltd. Young readers will be especially attracted by this firm's ski-ing holidays in the Bavarian and Austrian Alps, and in the Montafon Valley (Austria). Travel is by luxury motor coach, with no night travel, and a 12-day holiday costs from 23 gns. There are also Global ski-flights to some Swiss resorts at moderate prices.

National Union of Students. Their brochure lists over a dozen centres, and the prices offer special appeal to young thrift skiers.

A snow scene in the Kleinwalsertal, a winter sports resort on the Austrian-German border

Central Council of Physical Recreation. For their 1962-63 programme the Council, in co-operation with the Ski Club of Great Britain, arrange Holiday Courses of two weeks' duration at Geilo (Norway), at Champery (Switzerland) and at Notre Dame de Bellecombe (Savoy, France). Pre-ski training is also available in various provincial towns. A new feature is a ski-training holiday for young people (15-21 years), subsidised by the French Ministry of Education. An all-in 12-day holiday at a French resort costs from £32.

Galleon Holidays (formerly W.T.A.). This firm's programme includes holidays in Austria, Switzerland, Norway and Scotland. An attractive offering is an all-in 15-day holiday at Aurach (Austria) costing £43 4s.

Ski-Plan is a specialist agency for winter sports only. They provide a wonderful choice of resorts in Austria and Switzerland, and their brochure well merits careful study.

Bergen Line; Fred Olsen Line. Both these Norwegian shipping lines offer inexpensive ski-ing holidays in Norway at various centres. I especially like the house parties at Bolkesjö in Telemark, "the cradle of ski-ing." Apart from an entertaining programme, the Bolkesjö Hotel is truly delightful in its comfort and atmosphere. Bookings only through travel agents.

Skiers dressed for the snow on the Lauberhorn, in Switzerland, with the slopes below the Eiger in the background

BEFORE YOU GO

While many items of clothing and equipment can be hired either at home or abroad, once you are bitten with the sport and decide to become a regular you will find it far cheaper to buy. "Party rates" almost invariably include the hire of ski and sticks. At a pinch, it is quite possible to make do with make-shift clothing except in regard to boots; your boots must be ski boots in good, waterproof condition. They are generally best hired abroad, if only because they can be a considerable weight in your baggage. When making up your ski trousseau, remember you are not setting out for the North Pole. Evening dress is only necessary for bookings in Grand Ritz Hotels; otherwise take a dark suit for men, informal cocktail dresses for women, for dances. Most travel agents can supply sensible lists of clothing and they are worth careful study if you have no previous experience.

Winter holidaymakers enjoy the popular sport of curling at Zermatt in the Valais Canton of Switzerland

USEFUL ADDRESSES

Cooks, Berkeley Street, W.1.
Inghams, 26 Old Bond Street, W.1.
World Sport and Travel Service, 198 Sloane Street, S.W.1.
Lunns, 36 Edgware Road, W.2.
Erna Low Travel Service, 47 Old Brompton Road, S.W.7.
Under 30 Travel Club, 19 London Street, W.2.
Travel Counsellors, 139 Kensington High Street, W.8.
Swans, 260 Tottenham Court Road, W.1.
Global and Overland Ltd., 301 Oxford Street, W.1.
National Union of Students (Travel Dept.), 3 Endsleigh Street, W.C.1.
General Council of Physical Recreation, 6 Bedford Square, W.C.1.
Ski Club of Great Britain, 118 Eaton Square, S.W.1.
Galleon Holidays, Gillingham Street, S.W.1.
Ski Plan, 80 Duke Street, W.1.
British Railways, Continental Inquiry Office, Southern Region, Victoria Station, S.W.1.

Recommended Winter Sports Shops:

Austin Reed, Regent Street, W.1.
Lillywhites, Piccadilly Circus.
Moss Brothers, Covent Garden.
Simpsons, Piccadilly.
Harrods, Knightsbridge.
Jackson and Warr, 25 Bury Place, W.C.1.
Hector Powe, 165 Regent Street, W.1.
Benjamin Edginton, King William House, Eastcheap, E.C.3.

A men's anarak with a double-texture shoulder-line made by Grenfell Sportswear. It has a close fitting attached hood and woollen cuffs, a front zip and a draw-string hem. This ski jacket is obtainable in a comprehensive colour range, the price is approximately 8 gns.

Several winter-sports agents operate dry ski-ing schools, which help to familiarise you with skis and to help get you physically fit—this is important if you do not want to suffer from aches and pains when out on the slopes, thus spoiling part of your holiday. I feel sure, though, that you should also do daily exercises to get your usually unneeded muscles into shape. The Ski Club of Great Britain offer a small book on *Pre-ski Exercises* (3s. 6d., post free) which is recommended. Incidentally, Simpsons of Piccadilly now operate a special ski slope in Central London, where you can engage in ski slope practise.

SKI-ING OPPORTUNITIES IN SCOTLAND

At one time ski-ing in Scotland was confined to the hardy enthusiasts who were prepared to tramp miles from the nearest road to reach a suitable terrain. Today, however, thanks to a new access road which has been specially built from Glenmore Lodge to an enormous car park 2,500 feet up on Cairngorm Mountain, and to the new ski-lifts not only in that area but also at Glenshee and Glencoe, the whole prospects for winter sports have improved, so that the beginner as well as the expert can now enjoy cheap ski-ing in Britain from January until April.

Ski-schools now exist at several centres. At Aviemore, Nethybridge, Grantown-on-Spey and Carrbridge they are well established. Those at Boat of Garten, Glenshee and Kingussie are not so well known, but at each experienced instructors provide first-class tuition in classes for 10s. a day. The scene at Grantown-on-Spey in February and March is a lively one. The hotels are packed with ski-ers, transport to the slopes is arranged daily by coach, and flourishing ski-shops provide equipment for sale or for hire.

It is perfectly true that snow conditions for ski-ing in Scotland vary from year to year, but there is now much more certainty since the ski-lifts have brought easy access to the snowfields above 3,000 feet. Indeed, ski-ing on the Cairngorms can continue until late June. The advantages of ski-ing in Scotland are twofold. The first is that the beginner can find his ski-legs quietly and anonymously, without exposing himself to the possibility of loss of face which he may feel at more sophisticated resorts on the Continent, where he may be asked to join a party of youngsters. Secondly, since he has not far to travel, he can make up his mind at comparatively short notice and go for a long weekend if not for a week or a fortnight.

The hotels have enjoyed a new prosperity since winter sports have developed and reflect it in the extra amenities they provide, which include excellent central heating, drying facilities and in some cases attractive evening or weekend dancing and entertainment. I spent a most enjoyable weekend in the Cairngorm area last March, staying at the very comfortable Palace Hotel in Grantown-on-Spey. This year, in that quite charming Highland town, nine hotels will be open throughout the season at prices from nine to fourteen guineas per week. Each co-operates with a Norwegian ski-school, where you can join classes for two guineas a week with private instruction also available.

Travel agents are now including Scotland in their Winter Sports programmes. No doubt this is due to the greater demand which better facilities have stimulated. Inclusive prices from London by rail to the Cairngorm area range from £21 9s. to £27 15s. This price includes daily transport to and from the Coire Cas car park near the lower station of the chair-lift on Cairngorm, as well as transfer between the station and hotel on arrival and departure.

A useful folder has just been published by the Scottish Tourist Board containing all the details anyone would require. This can be obtained from their Head Office at 2, Rutland Place, Edinburgh.

W.D.C.C.

BOOKS

CHILDREN, CATS AND OTHERS

A variety of personal experience; novels of England's towns and country; adventures in Russia and America

Mr. E. R. Braithwaite, who described his experiences as a teacher with such unsentimental warmth in *To Sir, With Love*, has since been seconded to the L.C.C.'s Department of Child Welfare and it is of his work there that he writes in an equally moving and intelligent book, PAID SERVANT (Bodley Head. 15s.). Mr. Braithwaite's main concern has been to find foster families for the children, most of them coloured, who are under the Council's care, and it is this work, over a period of months, which makes up the narrative of his level-headed yet often very touching study.

WEST WITH THE SUN (Collins. 28s.) is the story of a very different kind of progress: Mr. Stuart Cloete's world journey with his wife, chiefly by slow Norwegian freighter, from New York through the Panama Canal, across the Pacific and finally across the Atlantic, back to their starting place of Manhattan. Mr. Cloete is a born reporter—of scenes, of people, of weather and of human ways. More than that, he draws his own highly individual conclusions from what he sees and sets them down in simple, forceful prose, adding some useful appendices of advice to travellers bound on the same kind of voyage.

To emphasise the fact that to all constant readers variety is the soul of pleasure, the next book is CHARLES (Michael Joseph. 10s. 6d.), the story of the author's friendship with his Siamese cat. The companionship lasted for 13 years and the late Michael Joseph wrote of it with a tenderness, humour and lack of gush which even those indifferent to felines will read appreciatively. Charles must have been quite a cat and, to judge by these delightful, unaffected pages, a friend worth having.

To write unsensationally about children and adolescents in terms neither of praise nor blame, and certainly not as a pointer of morals, is the rarest and perhaps one of the most delicate undertakings in the world. Stevenson wrote *for* them; Kipling once wrote *about* them and here and there since, there have been people like Richard Hughes who really understood what it was all about. Now there is Mr. James Kirkup, poet and playwright, who has written about a young boy on the threshold of practically everything and has presented him in terms of compassionate reality. THE LOVE OF OTHERS (Collins. 18s.) is a considerable novel on any terms. It is imaginative, deeply perceptive and it has been written by one who remembers some of the anguishes and fantasies and, just as sharply, the cosy solidities of unchanging parents and homes.

Three novels from English towns and countryside come next. First, Mr. Sid Chaplin's THE WATCHERS AND THE WATCHED (Eyre and Spottiswoode. 21s.), set in a northern industrial city and reflecting its grime, intense activity and to some degree its shibboleths. This is the story of a young man leaving the comparative security of his home for marriage and, inevitably, the responsibilities which others had, till then, shouldered for him. Mr. Chaplin has a genuine gift of story-telling; an asset strong enough to attract even those readers who might be daunted by north-country dialogue. ASK ME TOMORROW (Michael Joseph. 16s.) is by Mr. Stan Barstow whose first novel, *A Kind of Loving*, had a considerable success and who has written here about another young couple, this time in South Yorkshire, and also puzzled and uncertain in their search of identity—as themselves and as a married pair. Tenderly told in spite of its crisp, contemporary idiom. RELIGION AND DAVEY PEACH (Michael Joseph. 18s.) is Mr. Robert Holles' story of the disruptive effect on a village when new council estates are built nearby and threaten to change the whole character of the place—and not only architecturally. Lively and readable.

Roger Livesey, as Inspector Gates, with Liane Aukin and James Ottaway in *Kill 2 Birds*. This new thriller by Philip Levene opened at the St. Martin's, London, last week

LALAGE IN LOVE (Hodder and Stoughton. 12s. 6d.) is a charmingly light-hearted little saga of life as seen from an unwilling debutante's point of view. Miss Cherry Evans appears to know her subject well and writes with a good deal of verve about her young heroine and her Tremendous Problems.

Mr. James Wellard's novel, A MAN AND HIS JOURNEY (Hutchinson. 16s.), opens in Italy too, but moves almost at once to Russia, the bourne from which the English diplomat, whose story this is, knows that he will not return. He is a man with a distinguished career, who feels that he has come to the crossroads in his life and that only Moscow and the ideology it represents can give his existence any meaning. Leaving his beloved wife and their son, he sets out and finds disillusionment and danger, particularly for his little family. Sensitively and knowledgeably written by a much-travelled author. The same words might well apply to Mr. Alaric Jacob who has had four years of both war and peace conditions in Russia and, in TWO WAYS IN THE WORLD (Eyre and Spottiswoode. 21s.), has tackled the question of the cold war between that country and our

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UNITED NATIONS

A Plea for the Survival of Mankind

If the middle powers and the smaller states rallied to the United Nations, as they have good reason to do, it might once again show an unexpected capacity for survival. This is the view of Andrew Boyd, firm protagonist of the world organisation, who has produced a valuable Penguin Special under the title UNITED NATIONS: PIETY, MYTH, AND TRUTH (Penguin Books. 3s. 6d.). A few weeks before he died Hammarskjöld warned U.N. that if it did not go forward from its present position of offering the world a static conference machinery, it would go back to anarchy. Mr. Boyd emphasises brilliantly the bold warning of the former Secretary-General. He has certainly produced a dynamic and persuasive case.

Whether they know it or not, Michael Hutchinson and Christopher Young are likely to find formidable opposition to their educational treatise, A Pelican Original, which they have called EDUCATING THE INTELLIGENT (Penguin Books. 3s. 6d.). Each individual is of unique value the authors tell us, but (and here is the rub) " at this stage in our affairs our investment must be directed towards the most intelligent 40 per cent. of Britain's children. . . . These children are the first priority for the future." Here is a theory to challenge those who have fought for the comprehensive school. For the rest the authors have much to say of importance both as regards conditions of service in the teaching profession, the curricula and the layout of schools in this scientific age, also the vital question of university selection.

We turn now from schools for the future to the sort of things our school leavers envision for themselves, their aspirations and expectations when they go out into the wide world. In SCHOOL LEAVERS (Methuen. 25s.) Thelma Veness, of Birkbeck College, London University, records the results of a research team's work by questionnaire and interview among several hundred boys and girls at school. The resulting picture is both fascinating and heartening, although the author fully recognises the partial accuracy of her survey, for children naturally leap at the idea of pulling a fast one on those who come to question them.

Who better than Lord Strang, former Permanent Under-Secretary of State in the Foreign Office, to tell of the opportunities offered by THE DIPLOMATIC CAREER (André Deutsch. 16s.). The author not only gives a discerning account of service life and work, but shows how candidates are chosen and trained.

Ivan Maisky was Soviet Ambassador in London from 1932 to 1943. His memoirs JOURNEY INTO THE PAST (Hutchinson. 30s.) have been translated from the Russian by Fredrick Holt; and what delightful reading they make. The opening chapter covers two arrivals in fogbound London, the first in 1912 with 75s. in his pocket, and the second in 1932, when he was greeted with all the style given to the great envoy. Maisky writes with humanity, and the special interest in his book is the picture he gives of the world of the pre-Revolution Russian exiles in London.

There is sure to be a welcome for the new edition of THE AUTOBIOGRAPHY OF MARGOT ASQUITH (Eyre and Spottiswoode. 30s.). It has been edited with an introduction by Mark Bonham Carter, who writes devotedly of her generosity, zest and vitality, and tells a whole host of good stories about this unique personality.

Here are two books for the golfing specialist. GOLF TO-DAY (Arthur Barker. 15s.) is by Dai Rees, that popular wizard from Wales, who has done so much to teach others about the game of which he is so great an exponent. Leslie King's THE MASTER KEY TO SUCCESS AT GOLF (Hodder and Stoughton. 18s.) is completely educational in approach, with a first-rate series of line drawings.

Elsewhere in this issue is the Winter Sports survey, and for Winter Sports enthusiasts there is a small, amusing volume of verses and parodies—SKI LORE AND DISORDER (Museum Press. 10s.) by James Riddell—to while away the journey to the ski resorts.

Richard Edmonds

own in fictional but convincing terms. Deeply interesting and quite possibly controversial.

Mr. Herman Wouk, who wrote *The Caine Mutiny*, has achieved another immensely long novel, YOUNGBLOOD HAWKE (Collins. 30s.), about a large and tempestuous writer from the south. He makes a vast success, leads a rumbustious and much publicised private life, and dies in his early thirties. The parallels with the late Thomas Wolfe are obvious and give the book a slightly eerie quality which the author may not have intended. In spite of its marathon length of 766 pages it is extremely readable, dramatic and even sensational. But it really does go on rather too long.

PLOUGH THE SEA (W. H. Allen. 21s.), by Mr. Robert Wilder, is set in the Caribbean and has a shifting background of political and personal revolutions, described *con brio* and catching the reader up into a world of different values and unfamiliar danger points. In the main this is about a practical idealist with a dream of his own destiny and a dictator's belief that he alone can lead his island country to power and security. Satisfying if slightly portentous reading and with some admirable pictures of sea and island life.

THE HOUR OF MAXIMUM DANGER (Hamish Hamilton. 18s.) is a full-blooded adventure story by Mr. James Barlow, a tale of contemporary espionage which begins in Rome and skitters across Europe to London where Russian spies are as active as their British counterparts and where enormous potentials are at stake. Genuinely exciting and really rather impressive.

The one detective story this week is Mr. A. A. Fair's STOP AT THE RED LIGHT (Heinemann. 13s. 6d.) and is concerned with the exploits of that pint-sized sleuth, Donald Lam, the lively creation of Mr. Fair, *né* Erle Stanley Gardner. Good stuff with the familiar Californian setting that we have come to expect.

Vernon Fane

MAN OF FAITH

None will deny that de Gaulle is a man of intense faith in his ability to lead his country to recover its greatness. At this time of referendum and elections in France, that faith is being subjected to one of its hardest tests. How has his faith evolved? It is not a question easily answered. Most people, in Britain at any rate, know little about Charles de Gaulle before he became famous after the fall of France in 1940. The action he took then and later was almost inevitable when one considers his heredity and early environment. This is made very apparent in a new biography of the General, DE GAULLE by Edward Ashcroft (Odhams. 25s.). The author has clearly done a tremendous amount of research to present his picture of the de Gaulle family and the surroundings and philosophy on which the young Charles was nurtured. Everything combined to make him that rarity, a soldier-scholar, as Mr. Ashcroft shows. Few other military leaders can have possessed a finer literary style. Mr. Ashcroft makes no secret of his admiration for his subject but he never becomes adulatory. One of his best chapters concerns the relations of de Gaulle with Roosevelt and Churchill during the war and contains criticism of all three. But in the later periods, over Algeria and the emergence of the Fifth Republic, he is content for the most part to record the facts and leave readers to draw their own conclusions. Altogether a valuable and essential book for all who want to know about France today by one of Britain's leading authorities on that country.

The Algerian period itself is the subject of another new volume THE TEST—*de Gaulle and Algeria* by C. L. Sulzberger (Hart-Davis. 21s.). It is based on conversations the author has had with de Gaulle and is a useful complement to Mr. Ashcroft's masterly analysis.

Charles Dimont

Young baboons often ride sitting upright on their mothers' backs—an illustration from Clive Spinage's book

AFRICAN ANIMALS

In all their splendour in the various National Parks

Two new magnificently illustrated books neatly complement each other this week. Both deal with wildlife in Africa, with its game reserves and magnificent animals, a mecca these days for the hunter on safari with his camera. Peter and Philippa Scott—who need no introduction—have produced *Animals in Africa* (Cassell. 63s.). It is a lavish volume illustrating a journey they made last year through the National Parks of Kenya and the Murchison Falls Park in Uganda. The prime object of their trip was to open the National Park of Lake Nakuru, the first National Park in Africa devoted mainly to the preservation of birds. In *Animals of East Africa* (Collins. 30s.), again abundantly illustrated, Clive Spinage provides much new and entertaining information of a wide range of wild life in Africa. The author groups the animals in chapters roughly according to habitat and writes about them in a clear and thorough-going manner.

An elephant by the Victoria Nile and **below:** A young crocodile—two illustrations from the Scotts' *Animals in Africa*

LEADERS OF
BRITISH INDUSTRY

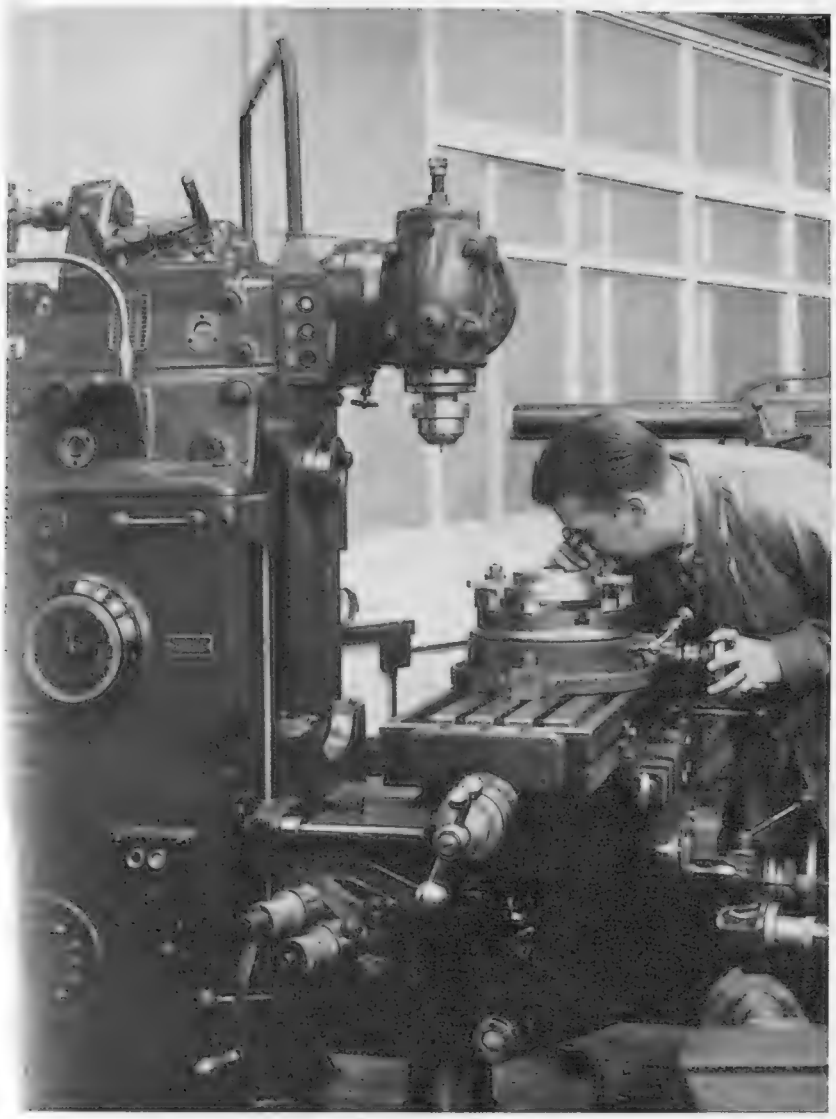
Photographed by
Tom Hustler

Sir Thomas Spencer

Sir Thomas George Spencer, Chairman of Standard Telephones and Cables Limited, talks to an employee on the shop floor of the STC works at Woolwich. Born in 1888, Sir Thomas was educated at the Polytechnic and the Royal Ordnance School, Woolwich. He joined the engineering staff of Western Electric Co. Ltd. (as Standard Telephones was then called), at Woolwich, in 1907, and became Chief Cable Engineer in 1915, in which position he was responsible for the development of long-distance telephone systems. His assignments after the first World War included the construction of new factories and the installation of the first long-distance telephone cables through twelve European countries. He took over as Managing Director of STC in 1932, which post he held until 1958. He was knighted in 1946 for wartime services to the Government and to industry. In 1958 he was made Knight Commander of the Order of St. Gregory the Great for communications services to the Vatican. The founder and the first Chairman of the Telecommunication Engineering and Manufacturing Association, he is also a member of the Institution of Electrical Engineers, and of the Institution of Production Engineers. He is Vice-President of the International Standard Electric Corporation and Chairman of Standard Telecommunication Laboratories Limited, among other appointments. As part of his long-standing connection with Woolwich, he is a Director of the Woolwich Equitable Building Society, and has been Chairman of the Board since 1958. He is also a Governor, and ex-Chairman and a Life Member of Woolwich Polytechnic. Sir Thomas is married and lives at Petts Wood, in Kent. His hobbies are golfing, fishing and gardening

BRITISH CLOCKS AND WATCHES

By "THE SPHERE" INDUSTRIAL CORRESPONDENT



Universal Cincinnati milling machine with rotary table at Smith's Wishaw factory. **Right:** Assembling a wristwatch at their Jewelled Lever Watch Factory, Cheltenham

› industry that has nearly died twice in the last 100 years is likely to velop any tradition of complacency: but the fact of repeated rebirth es imply, first, that the country has a need for its craft and secondly, at its producers have a considerable doggedness and perseverance. ıe British watch and clock industry has been and will be in need of th in its experience of two kinds of European trading group—the ıropean Free Trade Area and possibly the Common Market. But e experience and skill in light precision machining, design and assembly at a modern clock and watch industry keeps together is something hat Britain nearly let slip between the wars and had to rebuild almost om scratch.

The manufacture of clocks and watches—by hand—was almost the first form of precision engineering ever developed in this country, but in the nineteenth century its craftsmen failed to come to terms with mechanisation—which the Swiss, albeit themselves with some hesitation, finally did. After the first world war, the British horological industry lapsed into decline; a deliberate attempt to revive it in the thirties was not very successful. It was not until after the second world war had made intense demands upon the limited amount of manufacturing capacity left in the business that the Government decided to step in and foster the re-establishment of a stronger clock and watch industry.

This had to be, quite deliberately, a matter of "key industry" protection. Shelter from the competition of imports was given by a fairly high customs duty and by control upon the import of cheap watches (Germany, in the immediate post-war years, was out of the picture). In return for the quotas of Swiss watches that were allowed in, the Swiss watch industry supplied British firms with some of their precious specialised machine tools (of which in general Switzerland bans the export) and a certain supply of components.

Inside Britain, firms prepared to take on this somewhat chancy business were given a certain amount of backing with licences and permits to build, mainly in development areas. Two American groups came in to join the three major British groups setting up watch production; one of them, too, entered the mass-production of mechanical alarm clocks. The assembly of timepieces has to be backed up by the manufacture of components. Production of watch cases was already well established in Britain; one or two other firms developed the manufacture of, for example, watch mainsprings and dials. But for the most part the main watch producers had to develop their own component production, integrated with their assembly of finished watches. This is a fairly complete contrast to the pattern of the world's best-known watch industry, in Switzerland; but other countries that have developed production more recently, such as Russia, have a similarly integrated pattern of manufacture to Britain's.

For all these processes of manufacture, too, labour had to be trained; and since the new plants were set up in fairly remote Scottish and Welsh development areas, the labour was very green indeed. Lack of skilled labour helped to dictate the choice of technique for British watch manufacture. At the Cheltenham factory of Smiths' Clocks and Watches, for example, it was decided to develop the production of high-quality watches by almost entirely non-skilled labour. This meant breaking down the complex operations into set series of simpler ones, and making the parts to very fine tolerances so that final assembly could be done almost without skilled horological knowledge. This Bishop's Cleeve factory is now the country's only producer of fully jewelled lever wristwatches, of several sizes and models; in the new year its latest product, transistorised battery watches, will be coming on to the British market.

Smiths is the largest group in the British horological industry. In spite of the vicissitudes of the mechanical clock and watch industries in the thirties, this concern had a secure base of a slightly different kind—electric clocks. But it had also made itself a major producer of instruments for cars and aircraft: its return to the field of mechanical timepieces came in the Thirties with car clocks. It opened the Cheltenham factory just before the second world war, but its main clock and watch development has come since the war. Today it produces clocks at a highly mechanised factory in Lanarkshire and also in London and in South Wales; watches (and hairsprings) at Cheltenham, at Ystradgynlais in South Wales (jointly with Ingersoll); synthetic jewels for watches (formerly something only the Swiss used to do) at another unit near its Lanarkshire clock factory.

The other main units in the British horological industry are the American-owned Timex plant at Dundee, producing non-jewelled watches; the Westclox factory at Dumbarton, which began with large-

(*Continued on following page*)

Checking components at Smiths' South Wales factory. **Right:** The main watch assembly department at the company's Cheltenham factory

BRITISH CLOCKS AND WATCHES

(*Continued from page 201*)

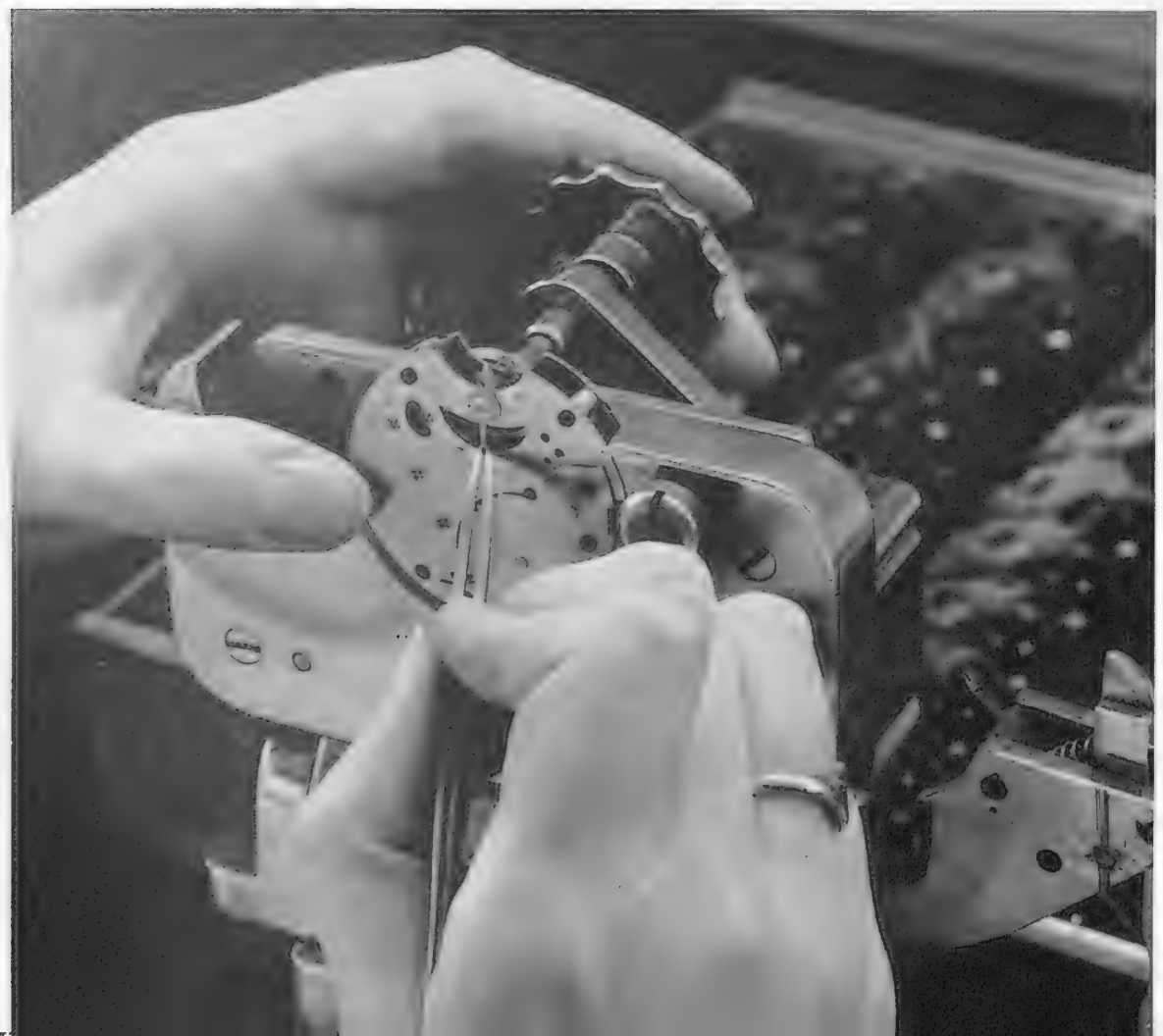
scale production of alarm clocks and has now moved into watchmaking too; and the Louis Newmark plant at Croydon, producing jewelled wristwatches. There are quite a number of smaller factories producing clocks, or on the other hand making cases for imported watch movements; but no others making complete watches.

Development of production within this revitalised industry has been quite impressive. During 1961 the British industry produced something over 6,200,000 clocks, about 1,200,000 being electrical and the rest mechanical. Output of watches totalled nearly 3,150,000. In value, the output of clocks and watches totalled nearly £10 million.

Of late, the largest increase in output in the horological industry has come not in these conventional fields of timekeeping, but in the production of time recorders and switches. In 1961, the value of output of this kind of gear was about £4,500,000, roughly half as much again as in 1958. Various kinds of time switch are used in a vast array of industrial operations; moreover, they are beginning to spread into British homes with the wider installation of central heating devices or cookers that turn themselves off after a pre-determined period, and of some kinds of washing and dishwashing machines. This part of the business has now become important enough to Smiths, for example, to justify segregating production of such equipment into a special new factory near Brighton. It is also one of the two sections of the British horological business with a really strong export record; about a sixth of the output of time switches and recorders, by value, goes to foreign markets, which is a larger proportion than for any other section except electric clocks.

Britain's is still a small clock and watch industry by Continental standards. Apart from Swiss leadership, Germany has a powerful horological industry, largely re-equipped after the war; Russia claims to have the world's largest output of standardised (but quite high quality) watches, and is becoming a significant factor in world markets; in the East, Japanese exports are once again a major competitor. This is not an industry in which Britain can hope for any exceptional export performance, though for some types of equipment its record is very respectable. Freer imports into the British market, over the coming years, are inevitable; but there is every hope that this rebuilt complex of British precision engineering will be able to hold its own.

(*Further pictures on page 204*)



Cleaning a Timex Electric watch glass before insertion at Dundee. **Left:** Adding the balance wheel to a 19-ligne Ingersoll pocket watch. **Below:** Testing Ingersoll watches

in

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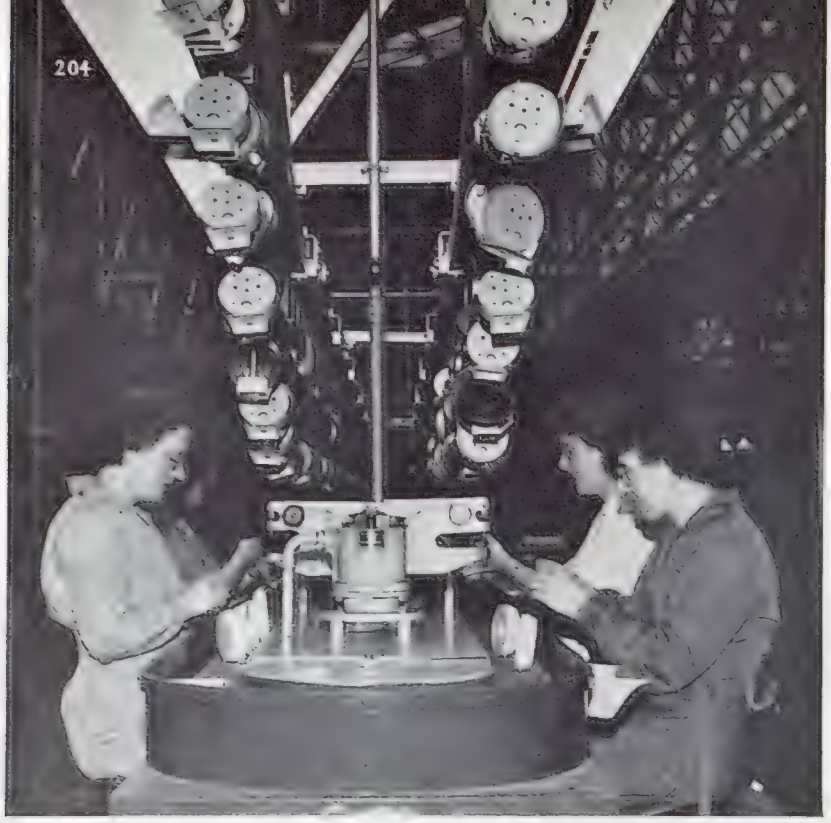


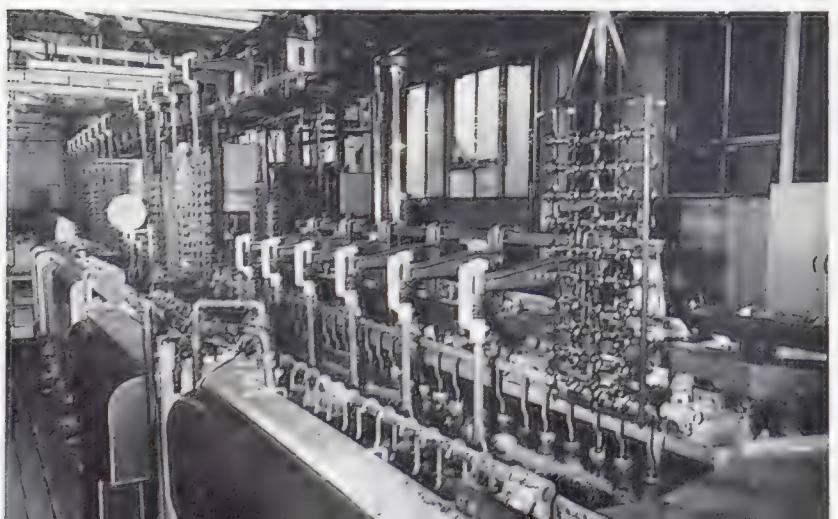
Working on the sub-assembly of case fitments at Smiths' alarm clock factory at Wishaw, Lanarkshire

BRITISH CLOCKS AND WATCHES

(*Continued from page 202*)

Right: Watch hand assembly at the factory of Louis Newmark Limited at Croydon in Surrey. **Below:** Assembling mainsprings at Newmark's works

Below: The automatic plating plant for watch cases at the Milton factory of Timex Ltd.



INDUSTRY AND THE STOCK MARKET

WHAT "NEDDY" SEES

By "THE SPHERE" CITY CORRESPONDENT

Presenting their blueprint for a 4 per cent. annual growth in Britain's income over the years ahead, the National Economic Development Council—now universally known as "Neddy"—stressed one important point. This is that investment, both by the government and private industry, will have to grow even faster than the nation's income as a whole. N.E.D.C. emphasise that a "high rate of increase" in investment is necessary to secure faster growth, and they expect that Britain will have to invest 20 per cent. of her annual income, against the current level of about 18 per cent. Contrasted with the 4 per cent. growth in overall incomes, the Council forecast that investment will have to rise by about 6¼ per cent. each year. Compared with last year's investment outlays of some £4,800,000,000, they consider that spending of nearly £6,500,000,000 (allowing for price changes) will be needed in five years' time.

N.E.D.C. see rising productive investment as the key factor to securing faster expansion in Britain. Given the extent of government backing for N.E.D.C.'s inquiry, this prospect of sharply rising investment holds out important growth possibilities for Britain's capital goods producers. For people prepared to look three to five years ahead, this prospect is especially important following the capital goods firms recently depressed results. These results, reflected in lower profits and some dividend cuts, followed Mr. Selwyn Lloyd's 1961 credit squeeze and the completion of investment plans in certain important industries, notably steel, chemicals and motor vehicles. Problems produced by Mr. Lloyd's "little budget" of July last year have been reflected in many leading capital goods firms' annual reports. Speaking last June, Sir John Wrightson told shareholders in Head, Wrightson that the short-term outlook "cannot be said to be propitious" but he stressed his optimism for the future.

Given Head, Wrightson's sound dividend record, investors in this group who are prepared to take a long-term view should benefit from rising investment in Britain. Despite last year's problems, Head, Wrightson's trading profits fell only slightly from £1,690,000 to £1,630,000 while shareholders' dividend was held at 16 per cent. Even if earnings come under pressure again in 1962-63, the directors should be well able to avoid a dividend cut: on last year's figures, the 16 per cent. payment was covered 2·7 times by available profits. Like most of the capital equipment suppliers, Head, Wrightson have reported lower profits since the peak reached in 1959; but unlike many of their competitors, Head, Wrightson have maintained a strong cash position. The 1962 balance sheet showed more than £600,000 of liquid assets, and no overdrafts. Head, Wrightson have a wide spread of interests, in steel, oil, nuclear power and contracting work.

Rather smaller than Head, Wrightson, and reporting a sharper profit setback over recent years, is the Whessoe group of Darlington. Whessoe specialise in tanks and heat exchangers and are also interested in nuclear power work and aircraft research. While shareholders' dividends have been held at 27½ per cent. in each of the last four years, smaller trading margins and excess capacity among plant manufacturers have eaten into the size of dividend cover. Over the year to March net profits fell from nearly £1,000,000 to just under £800,000 with available earnings little larger than the dividend. But last July, Mr. J. H. Lord took a confident view of medium-term prospects. While warning shareholders that 1962-63 results would still suffer from the completion of orders with sub-normal margins, he stressed that Whessoe's performance over the past two to three years had assured the board of the group's competitive ability.

Apart from new buildings, a large part of industry's extra spending on capital will go on new plant, and notably on machine tools. This will mean larger business for Alfred Herbert, a £21,000,000 group which rank as one of Britain's largest makers and merchants of machine tools. After a sharp setback in 1958-59, earnings have steadily improved, rising from £1,300,000 in the latter year to just under £1,800,000 in 1961. Over recent months, falling home orders for machine tools in the industry have been offset by growing export business, so that the machine-tool firms escaped the full adverse effects of last year's credit squeeze. After paying an 8½ per cent. net dividend for 1961, Colonel C. W. Clark has raised the mid-1962 payment from 2½ per cent. to 3 per cent. He mentioned Alfred Herbert's sound trading position after eight months of the 1962 year, with a substantial backlog of orders.

The great attraction of Alfred Herbert shares is that they combine a sound short-term profit position with the prospect of further expansion when industry's capital investment gets under way. Having touched 73s. earlier this year, the £1 ordinaries can now be bought at around 60s., offering 4½ per cent., covered about twice on last year's results. Buyers of Head, Wrightson shares, now selling around 16s. will receive a slightly higher return and a larger cushion of earnings protection. But for Head, Wrightson the greatest relative benefit will probably come after a marked recovery in industry's capital investment—making the shares most appealing for people interested in capital growth over the medium term. Whessoe shares will attract investors who are prepared to sacrifice some earnings cover for a larger yield. Now selling around 14s., they offer 6¼ per cent.

THE VETERANS' DAY OUT

The R.A.C.'s annual run to Brighton; and parking in Westminster

By **COURTENAY EDWARDS**

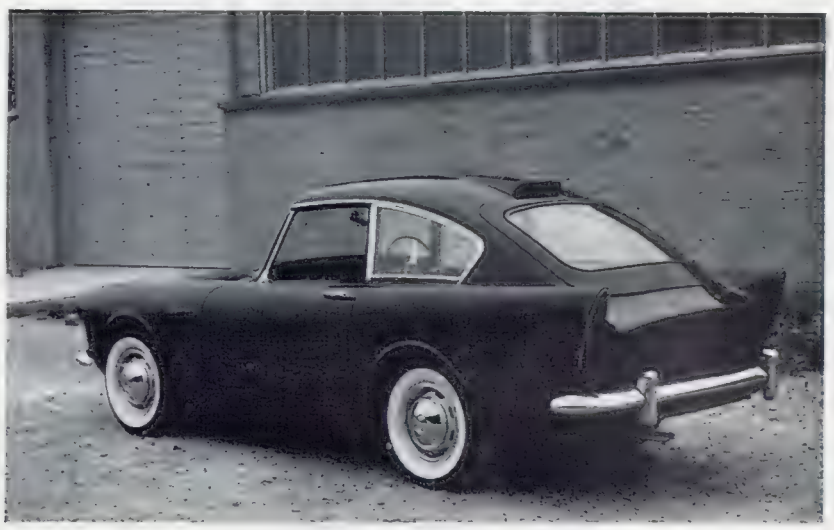
If the weather is fine this Sunday, there will be the usual big crowd in London's Hyde Park to see the start of the R.A.C.'s annual veteran car run to Brighton. The first of the old crocks—I use the term affectionately — is due away at 8 a.m. and the first arrivals are expected at Brighton's Madeira Drive from 10.30 a.m. onwards. This is always an exciting occasion for those with a true love of old cars and you haven't to be very mechanically minded to admire the way these game old veterans soldier along, many with single-cylinder engines, belt drive, solid tyres and tiller steering.

The list of starters has been limited to 250 and they were all built before 1905. There is a strong entry from abroad, including cars from the U.S., France, Holland, Belgium and Denmark. Yes, and there's even one from New Zealand: a 1904 Wolseley, one of thirty veterans in a collection owned by Mr. and Mrs. Leonard Southward, who will be driving it to Brighton.

There are two cars from the U.S., three entered by France's Automobile Club de l'Ouest (organisers of the famous 24-hour race at Le Mans, where there is a fine motor museum) and six from Britain's Montagu Motor Museum at Beaulieu, Hants.

On Monday week, 150 cars will be setting out from Blackpool on an R.A.C. international rally of a very different kind: Britain's annual event counting towards the European championship.

Ogle SX 250, a two-seater with room at the back for small children



The Harrington version of the Sunbeam Alpine

The Rally will take competitors over a route of 2,200 miles through counties in England, Scotland and Wales. More than 300 miles will consist of thirty-eight special stages on private land "lent" by the Forestry Commission. High average speeds have been set for these sections and it is expected that when the rally cars (after having one night's rest back at Blackpool) reach Bournemouth, the finishing point, on the Friday, the results of the rally will have been clearly established. In the past it has been an unfortunate feature of many important rallies that a large number of cars have reached the finish unpenalised, leaving the classification to be decided by speed tests. B.M.C., Ford, the Rootes Group and Standard-Triumph will be strongly represented in this rally and there is a big foreign entry.

Westminster City Council is setting a fine example to the rest of the country in the provision of off-street parking accommodation. The opening by the Prime Minister of the underground garage below Hyde Park gives room for 1,100 cars to be parked—rather expensively perhaps—in a place where their owners run no risk of falling foul of the police. It has cost just over £1,000,000 and could prove not only a good investment but a valuable contribution to the problem of easing London's growing traffic congestion. Just previously the Westminster City Council's new multi-storey garage in Audley Square, with accommodation for about 400 cars, was opened. This combined total of 1,500 parking places was badly needed in an area in which parking meters have sprouted like mushrooms.

I am afraid motorists in general have not yet become accustomed to the high charges at London's new off-street garages. It costs 2s. for the first hour in Hyde Park's huge underground cave—it covers seven acres—and the charge for each additional hour up to eight hours is 1s. I, personally, found that it was well worthwhile during the busy Motor Show period to put my car in the Hyde Park garage while I was attending lunches in hotels in Park Lane. On each occasion it cost me 4s.—for three hours, although in fact my car was not there much longer than two hours either time.

Mr. Basil Rogers, secretary of the Roads Campaign Council, has I see been complaining about the cost of operating the meters which authority hopes will drive motorists into the new parks. He complains that out of a revenue of £257,000 from the meters in Central London in the first six months of this year, only £86,000 was available, after the deduction of administrative expenses, for the provision of off-street parking places which motorists have always been promised was the main purpose of meter installation.

The spate of price increases announced during and just before the Motor Show must be related to the complaints made by industry spokesmen during the Show about the way in which the Government restrictive policies had damped down the demand for new cars in the home market. It is an indisputable fact that the industry's export hopes cannot be fully realised unless there is a healthy domestic market without which the scale of production makes competitive prices impossible.

The car firms make no secret of the fact that they are working on narrow profit margins in the export field at a time when they are very anxious to establish themselves in the Common Market countries and elsewhere. These margins need not be so slender if the home market were more prosperous, but I do not think that motorists should run away with the idea that the recent price increases are in any way a "subsidy" for the industry's export business. On the whole the models which now cost more have greatly improved specifications including such features as bigger engines, disc brakes and improved seating.

Ford's of Dagenham have contented themselves with an increase of £7 on the Zephyr Four and their Sales Director, Mr. John Read, makes this comment: "A rising price circle can cause great concern because of our need to be competitive in world markets. No manufacturer puts up prices unless he is forced to." I should imagine that the latest outbreak of labour trouble at Dagenham will not make any easier Ford's difficult task of keeping the rest of their prices at their current levels.

In my travels around Earls Court I was interested to learn at the Dunlop stand of their new braking device, which, although they do not claim that it has the anti-locking characteristics of the equipment recently announced by Lockheed, makes skidding less likely. It does this by providing full correction for the forward transfer of weight during braking; at the rear when cornering; and by immediately correcting any tendency to rear end "break-away."

A Dunlop spokesman claimed: "With this device the technique of accelerating into the skid is reversed and the natural reaction of applying the brakes has the effect of improving the stability of the car." Only one unit is needed to equip the car and it can be fitted to cars, with hydraulic brakes, already in use. The estimated price is under £5 and the device should be on the market before the year is out.

On the stand of one of the big leather firms Mr. Guy Reaks, director of the Leather Institute, told me that of the 343 cars at the Show, 138 had real leather upholstery. Of the 219 British cars on show 112, or 51 per cent., were upholstered in leather. "This percentage is unchanged from last year's Show," Mr. Reaks told me, "indicating that leather is maintaining its position for car upholstery."

A big feature of the Show this year was the special coach-work which drew many admiring comments and the "special" versions of popular production models. I refer to cars like the Harrington Alpine, the

(*Continued on following page*)

Steel
IS SPICK

The new 1963 Lagonda Rapide is a five-seater saloon with a 4-litre 6-cylinder engine. It has fully automatic transmission, a De Dion rear axle, and disc brakes all round

MOTORING (*Continued from previous page*)

luxurious Hooperised Ford Zodiac and the Ogle Gran Turismo model which is based on the Daimler Dart chassis. The Harrington Alpine costs £1,197 and four different stages of tuning—by George Hartwell—are offered as optional extras.

The plush new edition of the 6-cylinder Zodiac is offered, with the full co-operation of Ford, by Hooper Motor Services, formed in 1959 around a nucleus of craftsmen who formerly worked for Hooper and Company (Coachbuilders) Ltd., a subsidiary of the B.S.A. company which was taken over by Jaguars in 1959 along with the Daimler company.

The Hooperised Zodiac costs £1,650, including tax, which is well within the £2,000 depreciation limit for tax purposes. The Hooper "treatment" costs £575, free of tax. The car's interior and boot are completely transformed to the "prestige" standards normally found only in much more expensive cars. Some thirty separate modifications are carried out and the external bodywork received at least fourteen coats of paint. Leather-upholstered bucket seats are provided at the front (unless a bench type seat is preferred) and there are picnic tables of polished veneer for the use of the rear passengers. Last month, Hooper Motor Services announced a luxury version of the 1½-litre Ford Capri.

The latest product of David Ogle Ltd. is a two-seater with room at the back for small children. It is known as the Ogle SX 250 and its creators say: "It brings limousine style, comfort and workmanship to high speed GT motoring which will tantalise the successful executive (or rich playboy) with an eye to individuality and performance." The first model produced was commissioned by Mr. Boris Forter, a director of Helena Rubinstein. It is expected to cost between £2,000 and £2,500 according to specification.

Below: The Ford Zodiac Estate Car, showing the amount of luggage space (61 cub. ft) at the rear. Ford have introduced Estate Car versions of all their Mark III saloons; of the Zephyr 4 and the Zephyr 6 as well as the Zodiac. Prices (including tax) are as follows: Zephyr 4 version—£1,172 10s. 3d. Zephyr Six—£1,245 7s. 9d. Zodiac — £1,387 0s. 3d.

The Hooper version of the Ford Capri

GOOD LIVING

By Ganymede

My memories of Liverpool were none too happy. When I was there last, more than 20 years ago in connection with war duties, it had not been a serene, happy place. My stay then was marked by the nightly attention of enemy bombers, and the mornings after with ruins and smouldering fires. These gloomy recollections were quickly forgotten when I paid a recent visit to this busy northern city. Bustling with traffic, it is still remarkable for the spacious layout and the rich magnificence of its public buildings, reminders of an age of great prosperity springing from cotton and shipping.

The Adelphi Hotel, where I stayed this time, is itself one of the relics of that age although it has been kept remarkably up to date with all its amenities for the traveller's ease and comfort. Everything is on a large scale. Not only are the public rooms vast and lofty, but the bedrooms reflect the lavish use of space of those bygone days.

The banqueting suite, the result of recent internal reconstruction, also bears this feeling of generous spaciousness. The main room, in which 500 people can dine and dance in comfort, retains the pleasing proportions that only a sufficiently high ceiling can give. A unique feature of this great room is a wall which can be lowered by pressing a button to divide the room into half, complete with doors and lighting fittings. The kitchens, in which I had a quick conducted tour, also speak of this opulence.

Dinner in the elegant panelled and chandelier-lit French Restaurant was equal to the general feeling of well-being and luxurious ease I enjoyed during my stay. The service under the smooth direction of Mr. John—who came from Grenoble 42 years ago—is impeccable and friendly, and the cooking worthy of two, or possibly three, Michelin stars. The kitchen is led by M. Bruski, who impressed me with his calm, professional attitude and again by the excellence of my dinner.

My main dish was one of his specialities, *Entrecôte Marchand de Vin*, a well-known classic, closely related to *Entrecôte á la Bordelaise*, this is a grilled or sauté entrecôte with a sauce deriving from a reduction of shallots, red wine and meat juice (jus), and incorporating little slices of poached bone marrow. M. Bruski's was in strict accordance to the recipe—this is not the case everywhere—and delicious. With this I chose a half bottle of Calon Ségur 1956, a magnificent example of a good wine made in a " bad year." (The year is remembered for the devastation of exceptional frost.)

Lest I should have been lulled into the belief that the days of bad food are over in this country, the lunch I had in the dining car on my return journey provided the rude awakening. Although another branch of the same organisation, the Transport Commission Catering Services, is responsible for this as for the running of hotels such as the Adelphi, the contrast could not be greater. Hitherto my personal experience of dining cars in recent years has been restricted to another British Railways region, where I found the meals offered, at least, tolerable. So, whenever I have heard criticism, I felt that it was exaggerated, and perhaps the meals are no worse than the average member of the public might be accustomed to. Now, I am sure, that they are far worse.

The sorry tale begins with a choice of soup or Spaghetti *au Gratin*. Having experienced the quarter-inch layer in the bottom of the plate of cornflour-laden glue called soup, I decided to try the alternative this time. This was a grave mistake. The spaghetti must have been recooked in a flour and water paste and then browned. It was so lacking in flavour, of even salt or pepper, that it might have been passed off equally well as a pudding! Next came a very sad and sodden folded over piece of plaice, a characterless fish at any time, alleged to be *à la Meunière*.

For the main course I chose roast pork, the alternative being unspecified " curry." The grey-coloured meat arrived in very thin slices, swimming in its watery gravy. It might have just as well been boiled. There was no lack of " accessories ": apple sauce, of course, and a grey mass in another sauceboat, which I was told was "stuffing." This latter was uneatable. There were potatoes as well, boiled and baked, and two other vegetables, boiled parsnips and cabbage cooked to a deathly yellow pallor, without the slightest trace of taste left.

The celery and radishes were bright, crisp partners to the dreariest possible selection of cheeses. By then I was so much under the influence of the sordidness of the whole parody of a meal that perversely I chose the pudding: " Strawberry Mousse." This was a stupid choice, and I suppose I deserved what I got.

An excellent wine list is on every table in the dining cars, and I happen to know the wines on it are good. Why is it then that no attempt is made to sell them? Half an hour before the service of the meal began we were asked if we would like a drink, and those who did ordered an aperitif. After the coffee we were offered a liqueur, but it had not occurred to the staff that one might like some wine to drink *with* the meal. Nobody, as far as I could see had any. Is it not rather foolish to carry a good selection of wines and not try to sell it?

I concluded that something is radically wrong with this branch of transport catering. Would it not be advisable to learn from the caterers of the big airlines, who do it so much better, with much more restricted facilities?

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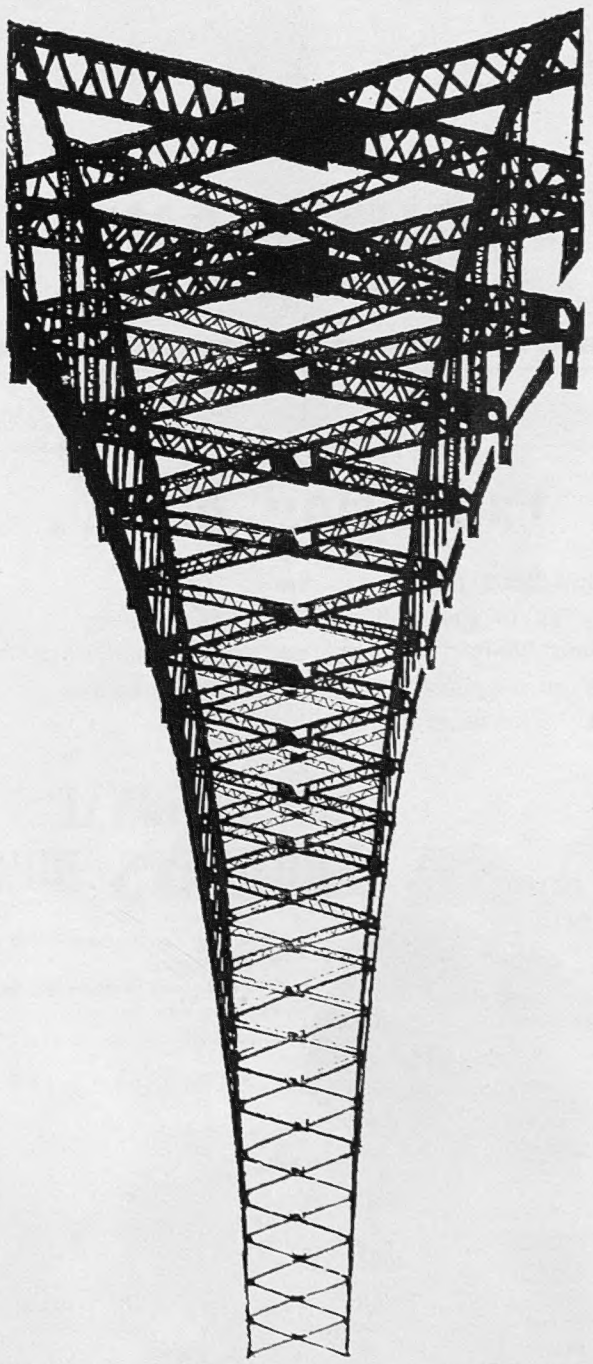

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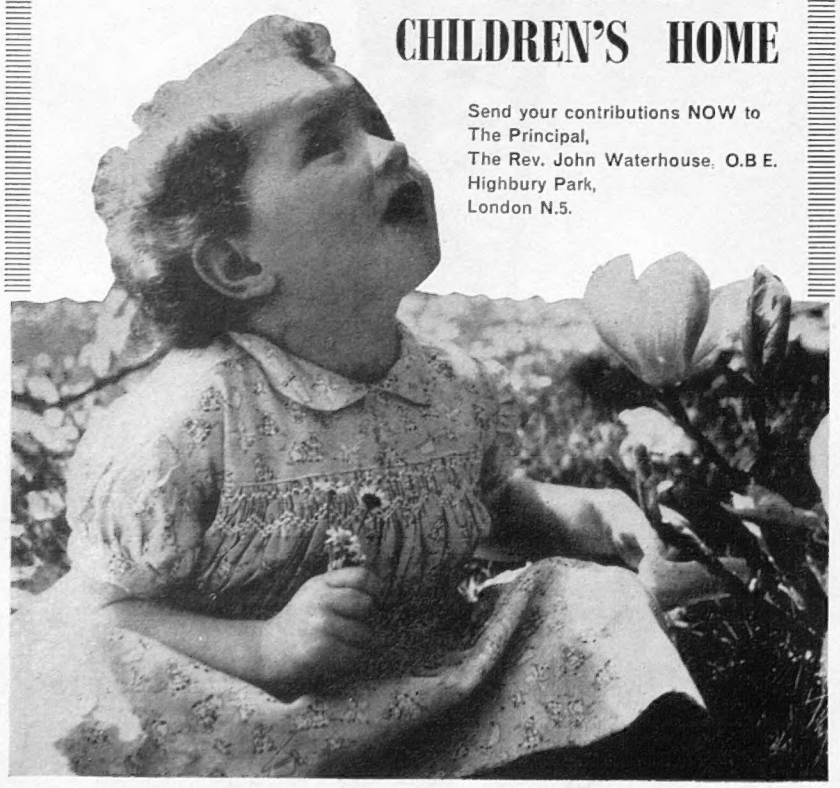

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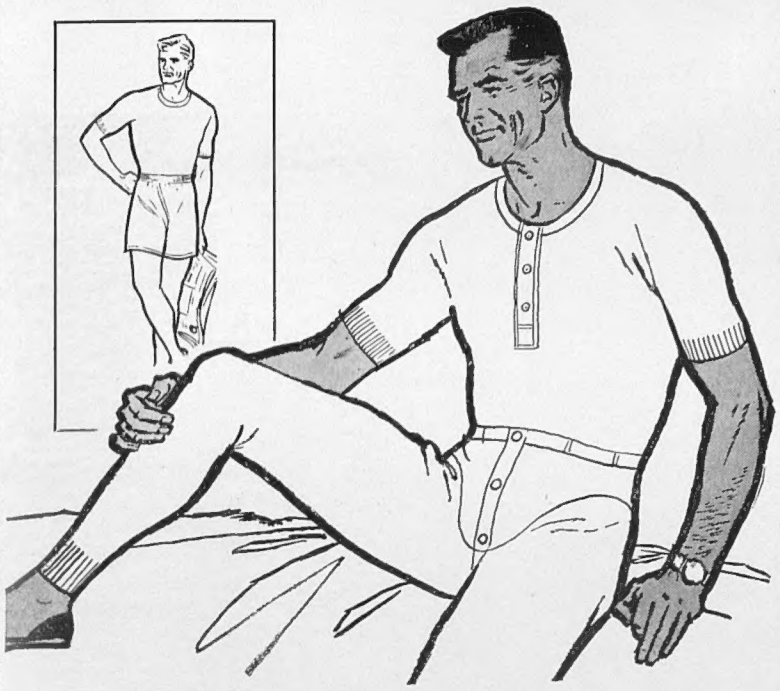

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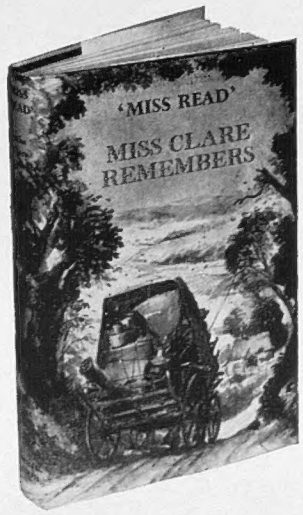

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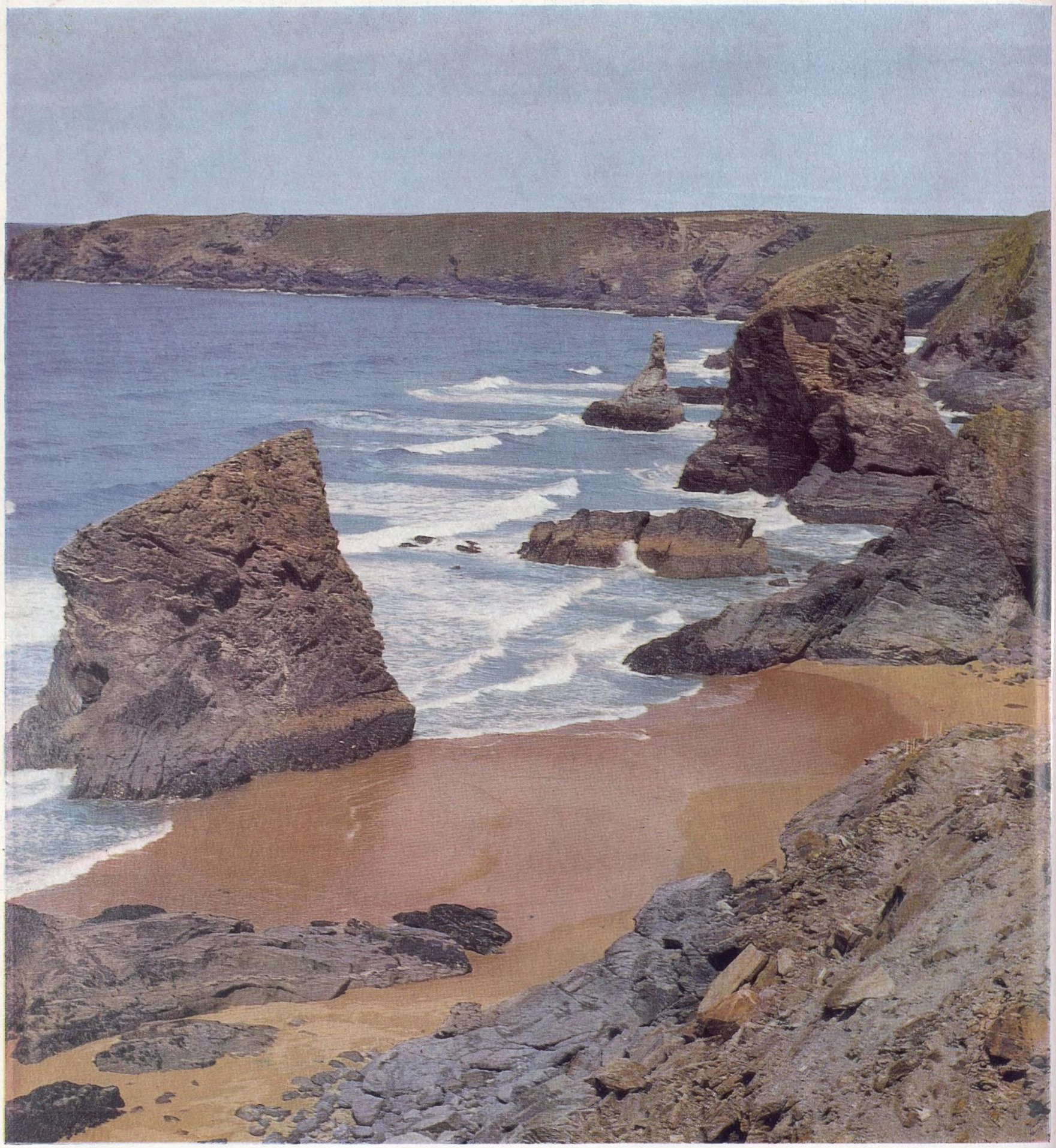

Bedruthan Steps, Cornwall. Property of the National Trust

Cornwall clings fast to its ancient customs and legends, and their mystery and superstition is reflected in the many quaint rock formations and coves dotted round its rugged granite coastline. Revelling in such names as the Devil's Bellows, the Piper and the Merry Maidens, and the Devil's Pit, they stand immutable: an unchanging attraction for the sightseer. Such is Bedruthan Steps, one of Britain's many beauty spots owned and preserved by the National Trust—a nation's heritage kept for the nation's enjoyment.

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